

Minnesota Transportation Museum, Inc.



Winter 1992







Official Publication of the

MINNESOTA TRANSPORTATION MUSEUM, INC.

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CIRCULATION

The Minnegazette is published quarterly by the Minnesota Transportation Museum, Inc., and is mailed to members in good standing without charge under Third Class postal permit. Members may request First Class Mailing for an additional \$5 per year charge.

SUBMISSIONS

The Minnegazette welcomes submissions for publication of articles, photos and other illustrative materials of historical or current interest relating to transportation in the Upper Midwest. No payment is made, and publication is at the editor's discretion.

MUSEUM PURPOSE

The Museum is a non-profit educational corporation organized in Minnesota in 1962 to acquire, preserve, restore and operate historic Minnesota public transportation artifacts. It operates the Como-Harriet Streetcar Line and the Minnehaha Depot in Minneapolis, the Jackson Street Roundhouse in St. Paul, the Stillwater & St. Paul Railroad in Stillwater and the Steamboat Minnehaha restoration in Excelsior.

MEMBERSHIPS

Individual	\$ 25	Family	\$ 30
Sustaining	\$ 50	Sponsor	\$ 100

Public Information
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Member Information Line
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Front cover- #328 is far from home as it cruises along the Mississippi near Read's Landing on its way to Winona and the Victorian Express. See page 15 for details. Bill Graham photo.

Inside front cover- Top: The Great Northern's Gopher glides down the four-track main line toward the St. Paul Union Depot in November 1958. Marv Mahre photo.

Bottom: A Minneapolis & St. Louis doodlebug at Albert Lea in the 1958. Clark Johnson photo.

TREASURE HUNT

We'd like to hear from anyone who can donate any of the following:

- A small tractor with a backhoe or front bucket.
- Tuneups for MTM's various automotive equipment.
- Ballast, railroad ties and used rail.
- Any streetcar boat hardware or furnishings.
- Tarps or plastic sheeting to cover the rolling stock at the arsenal.
- A laser printer for the Editor.
- Sandblasting of railroad equipment.
- Engine oil, batteries and coolant for our diesels.
- Track machines, especially a tie puller and a new tamper, or repairs to the existing tamper.
- Sheet metal and plywood for the PCC restoration.
- Plants and shrubs to landscape the Linden Hills depot.
- A display counter for the Linden Hills depot.
- Old railroad books, magazines and collectables for sale at railroad flea markets.
- Fire extinguishers for the Minnehaha depot.

Contact the Editor or any Board member if you can help.

MEMBERSHIP RENEWAL TIME

Unless you joined MTM after October 1, 1991, it's time to renew your membership. Dues are the same as last year-

Individual \$25 Family \$30

Members must renew by April 1st to receive the Spring 1992 Minnegazette. Please send your check to: MTM, 4707 Lyndale Ave. N., Minneapolis MN 55430.

MEMBERSHIP MEETING NOTICE

The next membership meeting will be held at Prudential on Tuesday January 28th at 7:30PM. Exit I-394 (Hwy 12) at Penn Avenue and follow the south service road.

THANK YOU FOR YOUR GENEROSITY

-To James Weist and Michael Miller, for their donations to the "Save Stillwater" fund.

-To Gabriel Jabbour for his donation to the Steamboat Fund.

-To Fritz Widmer for donating the truck and fuel needed to transport the three recently acquired streetcar bodies.

-To David Norman for his donation to the Jackson Street Roundhouse fund.

-To Thomas & Evelyn Simek, Clair Henry & Helen Gustafson, and Beverly Edge for their donations to the Traction fund.

-To Michael Sher, William & Anita Hackman and Harry & Julie Hoffman for their donations to the Railroad fund.

-To Ardele Flynn, for her donation to the MTM General fund in memory of Peg Ralher.

-To Walter & Corrine Strobel for their donation to the PCC fund.

CORRECTIONS AND NEW INFO

The inside front cover of the Fall 1991 Minnegazette shows the Duluth-Superior Interstate bridge. The photo was taken before the railroad tracks occupied the through-truss center span. A trestle approach was built between the northbound and southbound roadway/streetcar ramps.

The photo on the bottom of Page 15 of the Fall 1991 issue showing three trains meeting is not at Chestnut Street, but a couple of blocks to the west under the High Bridge.

The picture of the GE gas electric car on the Dan Patch (Page 27) was taken at Northfield, not in Bloomington.

Member Dick Loeffler points out that the string of buses on the rear cover is being led by a Twin City Lines supervisor car, at the bottom

left of the picture. It is painted in the bus colors, and sports a winged logo on the door and a big whip radio antenna. Dick is uniquely knowledgeable on this subject, because he currently oversees MTC's Minneapolis street supervisors.

Member Joe Fishbein writes, "I noted with interest in the Fall issue your Timetable Sampler column, featuring the Omaha's Stillwater and Ellsworth branches. Despite its short length, the Ellsworth branch did feature Railway Post Office service early in the century. The ELLSWORTH & ST. PAUL RPO was established in 1892. It was changed to the HUDSON & ELLSWORTH RPO in 1907 and ran until 1917, when it was discontinued. (Source: John L. Kay, "Directory of Railway Post Offices")."

CHAIRMAN'S COLUMN

-John Diers

In the last issue this column offered commentary on the declining fortunes of the Stillwater and St. Paul Railroad. Washington County, as you know, passed an ordinance in August making any future operations problematical. In this column and at this writing I can report no encouraging developments. The ordinance was effective November 1. Washington County has informed the Museum that it must apply for the conditional use permit. It has also joined with our opponents in mounting a legal attack on our ICC status. The Zephyr continues to run, but it does so in peril of the same ordinance.

For the moment the future is unclear. The Museum and the Railroad are bolstered by solid support from Stillwater and its business community. A majority of residents support the trains and some 20,000 visitors to Stillwater, who rode with us, voted with their ticket stubs. The Preservation Alliance of Minnesota thought so too and gave the Museum its 1991 Honor Award for our historic preservation efforts.

Washington County wasn't im-

pressed. It unwisely, we believe, chose to listen to a selfish minority who wanted the trains to go away. It ignored our arguments and those of the Zephyr and passed an ordinance which will force the Museum to discontinue its operations and leave Stillwater.

The Board is struggling with this issue. The Museum has a large investment in Stillwater both financially and in the hard work of the membership. The long term dream was to recreate a branch line railroad of fifty years ago in an historic community and preserve and interpret that creation for future generations. Unfortunately, in the face of this ordinance, that dream is lost.

The Board will continue to keep the membership informed of any new developments. This column is being written in late December and there may be changes in the Stillwater situation by the time it appears. If this is the case, there will be a supplement accompanying this issue.

The Board and several MTM operating officials gathered at the Riverwood Conference Center in Albertville on November 16 for an all day conference. The subject was the future. More specifically, what must the Museum do to preserve its future in a world which is rapidly moving away from the era of the steam locomotive and the streetcar?

We take for granted there will always be those who recognize and revere the wares of Pullman, Brill, or Baldwin, or have fond memories of

whistles in the night, or an Iowa thunderstorm outside a bedroom window on the City of Los Angeles. We do so, because it confounds our own mortality. But it isn't so. Our children's children will see our world as we see that of our own grandparents, and it will seem as remote to them as sailing ships and stage-coaches do to us.

What does this mean for the Museum and its future? The conference drew several conclusions:

First, to survive beyond the memories of this generation, the Museum must become a multifaceted interpreter of transportation history. We cannot simply save hardware. Preservation is important, but so is interpretation. As an organization we must realize that our market is the general public as well as the enthusiast. Being a transportation museum means more than running trains and trolleys. It means building a public constituency through education and community service. It means making transportation history live in the public imagination.

To survive we must also have professional direction and full time management. The last few years have taught us that skilled, dedicated volunteers can perform miracles. They've also taught us that volunteers can make terrible, costly mistakes. Some decisions demand professional experience. The days of direct member involvement in all aspects of Museum decision making



Mid-Continent has spruced up this Minnesota Transfer buggy at North Freedom, WI. Benn Coifmann photo.

are fading fast. We are simply too big, too diverse, and the world too complex for management to be an afterthought to our love for historic preservation.

Finally, the Museum must prosper through its members. They are its greatest resource. Their skills, interest and enthusiasm must be encouraged. Members will make the Museum's future.

The conclusions were easy. The tough part is making them happen. That's the challenge for 1992.

In January one of MTM's prodigal PCCs will move closer to home rails. Cleveland RTA #3, nee TCRT #322, will be transferred from temporary storage at Jackson Street to leased space in the MTC's main shops on Cleveland Avenue in St. Paul. There, Museum volunteers will begin a rehabilitation project, which, on completion, will see the car returned to regular service at Lake Harriet.

Unlike previous restorations of #265 and #78, #322 is a complete car. All components and systems are in place. There is also an ample supply of spare parts. However, #322 is in rough shape. It last ran about eight years ago, then was left to rust outside the RTA's shops. The Museum rescued it and sister car #416 last year and brought them back to the Twin Cities.

Most of the restoration work will involve renewal or repair of corroded body panels. The car will be stripped to the frame for structural inspection and rehabilitation then reassembled and repainted in its original interior and exterior colors. In the process it will get a new floor, new stepwells and a new set of passenger doors. The fogged lexan windows will be replaced with glazing taken from scrapped CTA Spam cans.

The car's electrical condition is unknown. It ran in revenue service until the day it was put away by the RTA. However, the extended outside storage may have allowed moisture to do mischief to the wiring, controls and traction motors. Some repairs will be required, but their exact extent and cost will have to be determined when the car is torn down.

George Isaacs will lead the restoration project, which is expected

to take about two years. Work sessions will begin in February, assuming weather conditions cooperate, and the car can be moved. All scheduled sessions will be on Saturdays from 9 AM to 4 PM.

This will be MTM's first effort at restoring a steel car with fairly sophisticated electrical systems and controls. It will be a learning experience for all of us. If you would like to join up, give George, **Louis Hoffman**, or me a call. Meanwhile, watch the Minnegazette for developments as they unfold.

BOARD OF DIRECTORS

September 1991

-Deleted Article F, section 3 of the MTM bylaws that included a stamped, addressed return envelope in the election ballot packet mailed to members.

-Authorized the Chairman to negotiate a contract with Northern Railtours, Inc. to lease and restore steam locomotive #2156, pending approval from the city of St. Paul.

-Approved a motion to offer to host the 1996 or 1997 convention of the Association of Railway Museums.

October 1991

-Approved the one-time delay of the election of directors until December 1991.

November 1991

-Authorized the Chairman to request that the City of Stillwater annex the Stillwater & St. Paul RR.

Note: This annexation would not involve conveying land ownership to the city.

-Approved the return of \$2500 donated by **Gary Mogol** for the purchase of diesels #103 and #104, plus interest, in exchange for Mogol making no further claim to the locomotives.

DILWORTH BOOK PUBLISHED

The Hjemkomst Center in Moorhead recently had an exhibit entitled, "Welcome to Dilworth: Largest Railroad Village in Minnesota". A book with the same title was published in conjunction with the exhibit. It is available for \$5 through the center's gift shop. To order one, write to Clay County Historical Society, P.O. Box 501, Moorhead, MN 56560.

MTM ARTICLE IN LATEST L&RP

The long awaited article on MTM in Locomotive & Railway Preservation magazine is out. The Nov./Dec. issue focuses on the Como-Harriet Line, but touches on other museum activities as well. Written by **Andrew Young**, L&RP's Traction Editor, many museum members contributed to it.



Mack #794 at Snelling garage in June 1953, specially painted for Gray Line Sightseeing service. Gordon Bassett collection.

Copies will be available at the January membership meeting. Or you can subscribe through L&RP's Common Interest program (see the Fall 1991 Minnegazette), receive \$1.00 off and MTM will get \$3.00, plus \$1.00 every time you renew. To subscribe, come to the membership meeting, or write MTM at the P.O.1796 address, or contact L&RP at 1-800-356-0246 or P.O. Box 95, Richmond, VT 05477.

OBITUARY

Aaron Lien, who loved trains, died on August 17, 1991 at age 10, of a brain tumor. He was featured in the Winter 1991 Minnegazette. The Lien family writes, "Thank you for making Aaron's dream come true. We will always remember our train ride with Aaron as an "honorary engineer". Someday his brother will wear his engineer's cap and we will smile in remembrance."

TRACTION REPORT

-Louis Hoffman

1991 Ridership Nearly Sets Record

1991 ridership totaled 51,520 passengers, exceeded only by 51,794 in 1977, the first year of service to Lake Calhoun. The 21-year rider-ship total is 925,004. The record eluded us despite the best ever season through August 31st, due to miserable fall weather. Here is the monthly breakdown.

	Regular	Charter	Total
May	4,577	559	5,136
June	13,182	514	13,696
July	13,030	1,058	14,088
Aug	12,786	540	13,326
Sept	3,963	90	4,053
Oct	1,047	174	1,221
Total	48,585	2935	51,520

1992 Traction Survey On Its Way

The 1992 Traction Survey is in the mail. We use it to find the volunteers we need to run the streetcar line. We ask that all members consider volunteering, even if only once or twice a year.

We lose a few each year, so new blood is always needed. We encourage current volunteers to sign up for another year, former volunteers to come back and new volunteers to join us.

You may think you don't have the skills we need. The Traction Division has literally dozens of tasks, many "unskilled". If you can't restore equipment and work on track and don't want to run a streetcar, there's more. We desperately need station agents, car cleaners and groundskeepers. How about making telephone calls to schedule crews? We'll find something for everyone.

Even with more than 100 volunteers, we have to scramble to get the job done. Please sign up and help us in 1992.

Trolley Beats "Sane Lane"

On September 11, CHSL ran a charter for the Association of Commuter Transit (ACT), in conjunction with their national convention. ACT promotes car-pooling and other forms of ridesharing.

Marcia Diers, wife of John Diers, was the convention organizer, so of course our electric-powered ride-share vehicles had to get into the act.

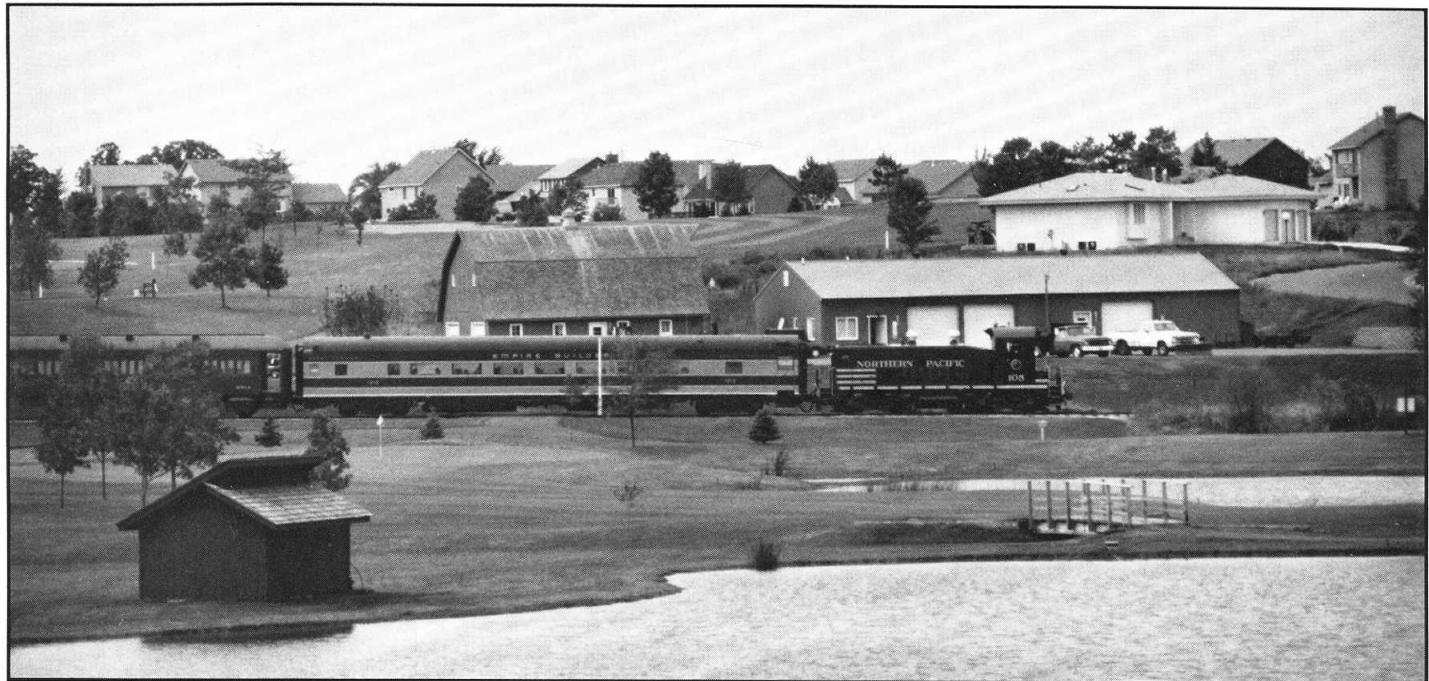
The response to a chance to ride an old trolley was surprising. While tours of the I-394 "Sane Lane" and various parking ramps drew scant attention, and in some cases were cancelled for lack of interest, the MTM charter was the highlight of the convention. 38 ACT members were picked up at the downtown hotel by GMC bus #1399 and were driven to Lake Harriet. They toured the carbarn, rode #265 and then descended on the depot gift counter, where they substantially enriched the Traction Division's coffers. The souvenir-laden conventioneers then boarded #1399 for a quick trip back to downtown.

PCC to MTC

By the time you read this, PCC car #322 should be inside the MTC's Overhaul Base, awaiting restor-



This is the view from halfway up the north bluff by the old prison. Construction of the new yard track has begun. Aaron Isaacs photo.



New suburban development is evident in this view at Oak Glen. The steepness in the grade can be seen by comparing the coach roof with the barn eaves. Aaron Isaacs photo.

ation. MTC has generously agreed to this arrangement. The PCC will be worked on by MTM volunteers, and hopefully some MTC employees in their spare time. There will be certain limited access to MTC's equipment and facilities. An MTC employee must be present whenever MTM crews are working. Safety glasses are required. Also, because this is a working shop, members are asked to restrict their visits to scheduled work sessions.

John Diers was responsible for arranging the contract with MTC, with the help and cooperation of **Mike Christenson**, MTC Chief Administrator and **Todd Paulson**, MTC Chair. Our thanks to them.

Members who would like to join the PCC restoration effort should call **George Isaacs**.

RAILROAD REPORT

1991 Ridership

Ridership for 1991 was down, mostly due to rainy weather, plus the extensive street and utility construction in downtown. Regularly scheduled trains carried 18,108 passengers, compared to 22,239 in 1990 and 20,928 in 1989. Approximately 1200 rode special

chartered trains. The table shows the breakdown by month.

Stillwater & St. Paul Monthly Ridership

	1991	1990
May-June	3,372	3,650
July	2,947	5,142
August	4,602	3,458
September	3,315	4,102
October	3,872	5,887
Total	18,108	22,239

MTM May Host Milwaukee 4-8-4

As this is written, North Star Rail, formerly called Northern Rail Tours, is discussing the possibility of leasing space at Jackson Street Roundhouse for its first steam locomotive restoration. North Star, formed by a group of private investors, intends to run for profit excursions throughout the midwest behind steam.

They have leased Milwaukee Road 4-8-4 #261 from the National Railway Museum in Green Bay. It is expected to arrive in the Twin Cities by February. Jackson Street was considered along with the GE shop near Humboldt Yard in Minneapolis. **Steve Sandberg** has been hired by North Star to oversee the restoration work.

North Star is interested in leasing

and restoring NP 4-6-2 #2156. MTM leases the engine from the city of St. Paul. The contract runs through 1995. The city's permission will be required to sublease the engine to North Star. A request has been sent to the Park Dept. to permit the sublease, extend the MTM lease and make a number of other contractual changes necessary to accommodate North Star. Response from the city staff has been positive, no final answer had been received as of December 23rd.

Washington County

As this is written, the Board is biding its time, waiting to see what happens to the Minnesota Zephyr. They have continued to run without applying for a conditional use permit from the county. At some point a confrontation is expected, which will help MTM decide what to do.

Trouble with the Commercial

As if the S&StP didn't have enough troubles, the Minnesota commercial has drastically increased its rate to haul MTM equipment to/from Stillwater. They are also requiring supplemental insurance. MTM has switched to the Chicago & North Western but the price to move a car has still gone up 471%.

STEAMBOAT REPORT

Three Streetcar Bodies Acquired

The Steamboat Division may have to change its name eventually, because it may end up running streetcars. Even as the Minnehaha restoration progresses, plans are being made to have it meet a real TCRT streetcar at the Excelsior docks, just like it used to. This, plus the need for boat parts, has led to the acquisition of three carbodies.

#1809 was originally shipped to Webster, WI in the early 50's. Its owners, **Sig and Pearl Johnson**, added a gable roof over the original, so the car stayed in good shape. They lived in it for 25 years. Their son, Bob, commented, "You rip that top off and everything is original underneath. Yeah, even the buzzers worked for years. Everyone who came there had to push the buzzer 'til the batteries wore out."

The Johnsons moved out in 1978, a year before Sig passed away. Pearl died in 1990. Bob's children, Karen and Mike, took turns living in it for short periods of time, but mostly it served as a cabin for the family. Mike was the most recent owner, and the one who decided to donate it to MTM.



Jim Ogland staffs the MTM booth at the Excelsior Apple Days celebration. Over \$1500 in merchandise was sold that day. **Leo Meloche** photo.

The number of the Round Lake (north of Amery, WI) car is as yet unknown, because the interior and exterior are completely covered over. It was purchased from TCRT in 1952. It had been owned by **Leo Siebenaler** for the last ten years and used as a summer cabin. He advertised it for sale for \$1,000, but decided to donate it to MTM. It is in good repair, but is completely remodeled inside and out. The original windows were discovered stored underneath the body.

The Webster and Round Lake cars were both jacked up on October 16. The Webster move was made on October 19 and the Round Lake move was on October 26th. **Bob Bolles** supervised the whole operation. **Fritz Widmer** supplied a tractor/trailer and gas at no charge. **Jay Westland** drove the rig and obtained the permits for the bargain price of \$100. **Bill Niccum** of Minnetonka Portable Dredge loaned four heavy wood beams and **Bill Stubbs** loaned additional cribbing. The volunteer crew included **Bob Bolles**, **Jim Ogland**, **Dave Simonson**, **Doug Hultgren**, **Leo Meloche**, **Don Frankie**, **Jim Erler**, **Stan Straley** and **Bob Woodburn**. Both bodies are now stored outdoors at **Bob Dumas'** apple farm in Long Lake.

The third car is #1496, located at the Lake Superior Museum of Transportation in Duluth. It had been owned by a family in Inver Grove Heights, who placed it next to their house and used it as a church. The interior was kept intact. Ironically, the car was originally acquired by MTM in 1976, but later donated to Duluth. Since then it has sat outside the museum and deteriorated badly. The roof has partially collapsed and there is much water damage inside. Along with it comes a pair of unpowered CTA L car trucks, the same as under



Raising the body of car #1809 at Webster, WI are (L to R) **Don Frankie**, **Bob Bolles**, **Jim Erler**, **Jim Ogland**, **Stan Straley**, **Bob Woodburn**, **Leo Meloche** and **Dave Simonson**. **Leo Meloche** photo.

car #265. There is a controller, farebox, motorman's seat and a full set of passenger seats. It will be moved to Long Lake in January.

There are no plans to begin restoring any of the streetcars until the Minnehaha is complete, perhaps in 1996. It is also unclear which bodies will be cannibalized for parts and which will be restored.

The old TCRT right of way is intact from the boat building to Water Street. Tentative plans are to follow it and the M&StL to the lake, or turn left and run through the parking lots behind the west side of Water Street. Naturally, these things are a long way off and subject to change.

Thanks to the Inter-County Leader for information on the Webster car.

Minnehaha Restoration Continues

Despite all the talk of streetcars, there is a long way to go to restore the Minnehaha itself. The reribbing work has stopped awaiting the return of warm weather. The last Minnegazette reported 35 of the 69 frames (a rib is half of a frame) had been installed. As of December 1, the total was up to 46. Crews will work on a new keel and rebuilding the upper deck benches this winter.

"Depot" display area complete.

So many people visit the boat building that it was decided to build a display area, where the history of the boat could be communicated and fund raising items sold. It is located in the building's northwest corner and is designed to resemble a depot. Jim Ogland designed it.

MTM Publishes a Children's Book

The fund raising wizards of the Steamboat Division have done it again. They have published a children's book entitled "Minnie the Streetcar Boat". Eric Sayer Peterson is the author. His account of the vagabond ship's wheel was featured in the Spring 1991 Minnegazette.

The 24 page book is published in a soft cover, 11 X 8½ inch horizontal format. It has color covers, but the story is black and white pen and ink, suitable for a child to color. It sells for \$4.95 and will be marketed through

as many bookstores as possible. All proceeds will go to the steamboat fund.

The book is a mixture of fact and fantasy. The heroine, Minnie, is a happy yellow streetcar boat who loves to takes city folk to Park Island. Everything is going nicely until Minnie learns of plans to build a huge steel bridge to the island. She is to be sold and made into a coal hauler. Frightened, she hides in the cattails, until her friend Cappy finds her and saves the day. The ending is a happy one.

Peterson wanted to write an enjoyable children's book that would also increase awareness of the Minnehaha's history and restoration, and would raise some money in the process. His seven year old son has given it a rave review. The Editor thinks it is delightful. To pick up your copy (and your Minnhaha pin) visit the boat building on a Wednesday evening or a Saturday morning.

Steamboat Open House Jan. 25th

The Steamboat Division will hold an open house on Saturday Jan. 25 from 2-6 PM. Please stop by the boat building in Excelsior. Members who wish to inspect the recently acquired streetcars are also invited to Bob Dumas' house on Highway 12 west of Long Lake on the same day.

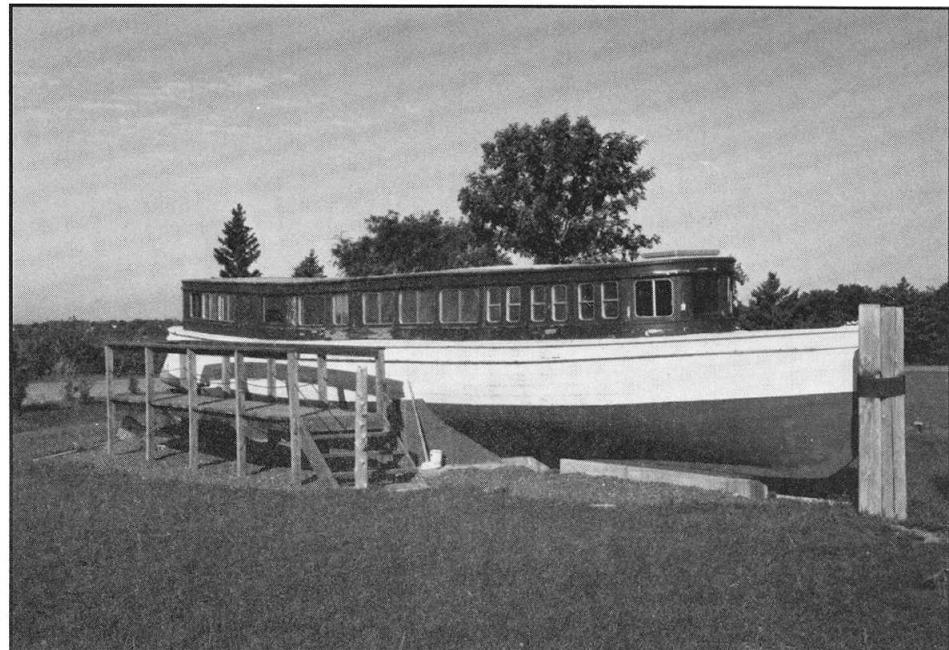
THE STEAMBOAT MUSKEGON

The Summer 1991 Minnegazette featured the streetcar boat "cousin", JID (originally the Harriet). It was remarkable to find a boat from the same builder and the same era and it prompted a search to see if any more could possibly still exist.

The answer is yes. Outside the Big Stone County Historical Society in Ortonville sits the Muskegon. Like the streetcar boats it was built by Moore Boat Works of Wayzata, now Minnetonka Boat Works. It has a 60 foot hull and an 11 foot beam. As built, it had an experimental gas engine, but this was soon replaced with a 75 hp triple compound condensing steam engine.

Its construction date is unclear, but appears to have been about 1905. Its original owner was Tom Shevlin, a Minneapolis lumberman. Shortly thereafter, he sold it to Marion Savage, owner of the famed racehorse Dan Patch. It served both owners as a pleasure craft on Lake Minnetonka.

In 1909 Peter Luff bought the boat and shipped it to Ortonville. In 1906 Luff had purchased the North Star Boat Line that ran on 35-mile long Big Stone Lake. He reconfigured the interior to carry



The Muskegon/Golden Bantam on display at the Big Stone County Historical Society in Ortonville. Leo Meloche photo.

freight and up to 150 passengers. It typically made one daily round trip, and two trips daily during the busy Chautauqua season. At the time the Muskegon was considered the premier boat on the lake.

About 5:15 PM on July 10, 1917, it left Hartford Beach on its second return trip with a load of empty pop bottles on the upper deck. A wind and rain storm swept down the lake raising waves of 10-12 feet, which capsized the boat. The ship's engineer, five passengers and owner Luff were drowned.

The Muskegon swamped, but did not sink. It was towed to the Joe Creese Boat Livery at Big Stone City, SD. There the steam engine was removed and replaced with a gas engine. Over a two year period the boat was rebuilt, except for the hull. To increase stability, the deck was lowered below the water line.

In 1930 it was purchased by Frank Douthitt, president of Big Stone Canning Co. Renamed the Golden Bantam, after a Big Stone Canning product line, the boat was refitted for recreational use. It received a galley, toilets, a dining room, cupboards and a refrigerator and sailed Big Stone Lake until



Two views of the Muskegon on Big Stone Lake. The bottom photo is older, dating from 1909. The clothing in the top photo would indicate the 1920's. A canopy has been added over the stern. Big Stone County Historical Society collection.





Above:The Muskegon was extensively rebuilt as the Golden Bantam. The cabin has been lowered and enclosed, and a pilot house added. This was later modified in an attempt to "streamline" the boat.
Big Stone County Historical Society collection.

1960. During that period it was given a superficial "streamlining" job to make it look more modern. Removed from the water, it served as a lake cabin for several more years. In 1984, the canning company donated it to the historical society.

At present it is deteriorated but intact, although its engine is long gone. A restoration project is being organized. Its goal is to return the Muskegon to its 1909 appearance.

MTM RECEIVES PRESERVATION AWARD

On October 5 MTM received an award from the Preservation Alliance of Minnesota "...for their efforts in locating, acquiring, restoring, interpreting and operating selected elements of Minnesota's transportation history." The award, received by John Diers and Aaron Isaacs, was one of ten conferred in a ceremony at the state capitol.

The Alliance is a non-profit organization that promotes historic preservation in Minnesota, especially in cases where historic sites are in jeopardy. The award was given this year to help support MTM's survival at Stillwater. For further information, write to: Preservation Alliance of Minnesota, P.O. Box 582804, Minneapolis, MN 55458.

MINNEHAHA DEPOT REPORT

-Corbin Kidder

We've had the most successful operating season in several years. Thanks to planning, funding and work supervision by the Minnesota Historical Society, the depot has been restored to its original color scheme, the oldest among seven (or is it eight) successive layers of paint. In addition to scraping, chemical removal of lead and exterior painting, MHS contractors restored and in some places reconstructed exterior woodwork,

including badly deteriorated support columns.

Also new to the Princess this year are two interpretive panels from MHS showing Milwaukee Road trains and schedules from early years and information about Minnehaha Park and Longfellow Gardens.

Because of the painting schedule, the depot was closed seven scheduled Sundays between July 30 and Labor Day. Even so, about 1830 visitors signed the register. We gave out information on the Como-Harriet Streetcar Line and the Stillwater & St. Paul. The high point was 246 guestbook entries on September 8, thanks to telegraphy demonstrations. On September 22, we received visitors in period costume from the Stevens House Fall Festival across the street. Receipts from postcard sales and donations were \$93.56, while expenses (printing, cleaning supplies and tools) came to \$108.80.

Our thanks to Lee Baker of United Way, Dave Carlson from the Soo Line, Mike Holter of the

Park Board's Minnehaha staff, Sandra Peterson of the Minnesota Historical Society and Bonnie Westover of the Stevens House for their help and cooperation over the last two seasons.

MTM members who made our operation possible over the last two years include Doug Bailey, Ray Bensen Sr., Larry Beyer, Bob Branchaud, Bernie Braun, John Diers, Ronald & Scott Heiderich, Aaron Isaacs, Ellen Loken, Bill Marshall, Herb Pinske and Terry Warner.

LONG RANGE PLANNING RETREAT

The Board and selected museum officers spent Saturday, November 16 at the Riverview Conference Center in Albertville, discussing the long-range future of the museum. It was a chance to look beyond the day to day operating problems and to discuss where MTM wants to be ten or more years from now. Ross Hammond served as the moderator.

Several themes and concerns emerged: how to keep the museum viable over the long haul, how to best fulfill the goals of preservation and education and how to handle the many business-related problems that come from being a large organization.

The mission statement for the museum was discussed, and it was agreed that MTM's focus is Minnesota public transportation. MTM's original mission was restricted to land transportation, but the steamboat has changed that. All present felt, however, that individual vehicles like cars and private planes were not what we wanted to do.

There was unanimous agreement that MTM will continue to be an operating, living-history museum. Running equipment brings it alive for the public and attracts much more public interest and revenue. It keeps skills alive among the membership and creates a culture that will sustain the museum over time.

If MTM is to operate for the public, however, the operations must be as historically accurate as possible, and neither accuracy nor

the equipment should be sacrificed in the name of higher revenues. As an example of this philosophy, it was agreed to back away from the idea of a Como-Harriet extension to Lake Street.

Housekeeping is also important. Como-Harriet has no junk or derelict equipment in sight of the public. All agreed that it is better to have less equipment and keep it in good repair.

MTM should develop more static and interpretive displays at its operating sites. Beyond providing rides, we should create as much historical context (what Locomotive & Railway Preservation magazine calls "texture") as possible. MTM should also have "outreach" programs such as a speakers bureau and a reference service.

MTM should encourage more scholarship in transportation history and publications, which will provide material for the static displays.

There was a good discussion of how MTM is managed and how it should be managed. When the museum consisted only of the streetcar line, it was governed by consensus within the group of active volunteers. That is how the Traction Division still works, because the scale of its projects is small enough for group consensus to work effectively. This same management model has been informally but effectively adopted by the Steamboat Division. Once again, the tasks are straightforward and the scale is small. In the cases of Traction and Steamboat, the group approach is very successful.

Because of the sheer size and complexity of the Railroad Division, it hasn't worked as well. Other divisions haven't had to deal with multiple contractors and units of government on top of running the trains. A full-time paid railroad manager has really been needed for some time. The volunteer railroad management has tended to become burned out because the work has been overwhelming.

The group decided that the future management of the museum should be a pragmatic mixture of a paid professional central staff, combined with decentralized committee-type decision making at the project level. This may sound obvious, but it had never been agreed to before.

MTM must relate better to its neighbors, governmental bodies and the industries whose past it preserves.

The lesson of Stillwater is clear. Outside groups can do the museum great harm if not properly cultivated. Consider how dependent we are on the railroads. The flip side is that a good relationship pays many dividends. As examples, we have received great help from the City of Excelsior, the Minnesota Historical Society and Linden Hills Neighborhood Assn.

Besides serving and educating the public, the museum must take better care of its members. There was strong agreement that the needs of members have often been ignored in the past. New members have not been formally welcomed or given membership cards immediately. Membership meeting programs have been minimal, and other events for members (except the annual picnic) have been nonexistent. There has been no consistent effort to recruit project volunteers from among the members. MTM needs to view its members as a valuable resource in the future.

MTM has had no comprehensive approach to fund raising, and has relied heavily on passenger fares. The Steamboat Division, however, has done an excellent job of fund raising through merchandise sales and donations from private individuals and civic groups. It was agreed to set up a fund raising committee to develop a plan of action.

Following the discussion of general issues, a series of "action plans" was developed to deal with them. Responsibility for the action plans was assigned either to the existing divisions or to new committees created expressly for that purpose.

1. A committee will study the issue of member service and involvement.

2. Each division will plan how to expand and improve its interpretive role.

3. A committee will study how best to reach out to other community groups, other history and hobby groups and the rail and marine industry.

4. A committee will resolve a series of insurance issues and liability issues.

5. Ross Hammond will do an environmental audit to make sure that MTM meets all legal requirements

6. Acquisition/disposition committees will be reestablished, but at the division level.

7. Because the New Brighton Arsenal will close in several years, a committee will create an Arsenal equipment disposition plan

There was a discussion of obstacles and opportunities by division

Steamboat Division

Work out any potential future conflicts with the Traction Division caused by running streetcars in Excelsior.

Jackson Street Roundhouse

The future role of Jackson Street has changed somewhat, because of the potential acquisition of the St. Paul Union Depot by the Upper Midwest Transportation Museum. If this happens, the depot will house MTM's offices, and archives. Jackson Street will continue to serve as a backshop, with limited display to the public, especially group tours. It was agreed to recreate the Jackson Street Planning Committee.

Unresolved issues include:

1. Acquisition of the powerhouse.
2. Fund raising.
3. Site security.
4. Professional staff.

Railroad Division

The big issue, of course, is the future of Stillwater. Because this had been discussed ad nauseum at every regular Board meeting, it was agreed to use the retreat to talk about the rest of the museum for a change.

General Museum Administration

The big general issue is when and how to hire professional staff. When this happens and how requires that the drama in Stillwater play itself out, so we know what is needed and whether MTM will have the money to pay for staff.

Members are encouraged to join the committees on member recognition, outreach, insurance and fund-raising!

AT THE ARM CONVENTION

-Louis Hoffman

MTM belongs to two trade organizations, the Tourist Railway Association (TRAIN) and the Association of Railway Museums (ARM). ARM is the smaller of the two and, as its name indicates, restricts itself to museums. It has been an annual tradition to send the Traction General Superintendent to the ARM convention, which was held this year at the Rockhill Trolley Museum in Pennsylvania. I was accompanied by Art Nettis and his brother Stan, an MTM member who lives in Chicago and is active in the Fox River Trolley Museum.

Rockhill Furnace is the home of the narrow gauge East Broad Top. The Rockhill Trolley Museum runs over a two-mile former EBT branch. After dinner on the museum's grounds, the streetcar rides began. Operating equipment included Philadelphia & Western bullet car #205 (which features astounding acceleration and whose third notch one dare not use), York Railways curvewise #163, Philadelphia Suburban Transportation snowplow #10 and Libertyliner (ex-Electroliner) "Independence Hall".

Saturday was the workday. We attended five valuable seminars on "Interpreting Your Museum's Collection", "Equipment Inspection and Recording", "Keeping Your Volunteers Happy", "Track Construction and Standards" and "Street Railway Design and Standards".

"Interpreting Your Museum Collection to the Public" was presented by Bob Vogel of the Allegheny Portage Railroad National Monument. According to Vogel, preservation and interpretation are equally important. If done properly, the public will understand, appreciate, and have a stake in seeing it protected. The big question is how best to interpret. Vogel suggests making the museum's collection relevant to people's needs.

Applying this to MTM, I believe we've been weak on interpretation, but we're getting better. At Como-

Harriet the depot and its displays are certainly an improvement over the yellow brochure and the end-of-line talk. On the S&StP the grey handout this year is a step ahead of 1990, and the RPO crew in car #1102 has done a fine job. The new display area in the boat building is a very good start. The Minnehaha Depot, with its hands-on exhibits and station agents is one of the best jobs of interpretation we do.

What more can be done? At CHSL, streetcars could be displayed on the siding with a guide and the shop could be open for tours during work sessions. On the railroad, the much-delayed PA system could be installed.

Looking at other museums can be instructive. Seashore has guides in the carbarns. When trips end at Branford, the motorman leads a carbarn tour. At Rockhill, the motorman uses actual hardware such as trolley wheels to explain the technology. Clearly, we must do more than hawk souvenirs.

Vogel urges museums to know their audiences. For example, most CHSL riders are locals, so we should focus on Twin City streetcars. Most Stillwater passengers come from the greater Twin Cities area, not from the immediate St. Croix valley, so our focus should be on Minnesota railroads. Focus can also mean a certain era.

The opportunities are limited only by imagination and volunteer resources. The first isn't a problem, although the second may be. Clearly, we need to do more.

"Keeping Your Volunteers Happy" was presented by Steve Kistler, Member Services Director for Rockhill. Unlike MTM, Rockhill is located far from any large cities. Many volunteers drive long distances, some from neighboring states. Rockhill has converted two cabooses into bunk cars. There is a member services building, a simple concrete block structure with a full kitchen, dining room, lockers, toilet and bath facilities.

MTM doesn't need to go to such lengths, but are there other ways to attract and retain volunteers? At its planning retreat, the Board decided to form a committee to improve

service to members and volunteers. If you have ideas or are interested in being on the committee, contact any Board member.

The most valuable seminar was "Car Inspection and Recording", presented by **Bob Hughes** of the Seashore Trolley Museum. In real life he is the superintendent of SEPTA's Callowhill Carhouse in Philadelphia. He hosted **John Diers** and **George Isaacs** on their recent Philadelphia trip, and shared his vast knowledge of PCC maintenance with them. He stressed the importance of regular inspections and thorough recordkeeping. He stressed that this is particularly important for museums with aging or even ancient equipment. The two watchwords for keeping trolleys running are "clean" and "dry". Hughes urges museums not to skimp on shop and carbarn construction standards and maintenance.

Worth the cost of the convention alone were the materials he provided- a 51-page inspection checklist for Philadelphia standard cars and a four page inspection card used for SEPTA's PCC's. With minor adaptation, these will allow Como-Harriet to begin its first formal, written streetcar inspections. Hughes recommends a thorough inspection before each operating season and a visual inspection before each use.

The convention banquet was held that evening, featuring the Director of the National Park Service's American Industrial Heritage Project, which is interpreting America's industrial development at a series of sites. The project will focus on three industries- coal, iron and steel, and transportation. Their message to the rail preservation movement was clear. Don't just run streetcars and trolleys. Interpret them for your passengers. What role did Twin City Lines play in the day to day life of Minneapolis and St. Paul? What was the railroad's importance to Stillwater?

The business meeting included a controversial proposal to eliminate the requirement that ARM members own at least one piece of rail

equipment. Opponents believed it would change ARM's direction and focus. It was tabled and referred to the bylaws committee. Another proposal, which was approved, will permit such "non-equipment" groups to affiliate with ARM.

Following the election of ARM officers, the delegates headed out to the museum. We rode the narrow gauge East Broad Top in the vintage open platform business car "Orbisonia" behind a 2-8-2. The highlight of the trip was the chance to run Rockhill's cars ourselves-under supervision of course.

Their fleet of 24 trolleys includes eight operable revenue cars and five operable work cars. We ran York Railways #163, CA&E interurban #315, Johnstown Traction double truck Birney #311, Rio de Janeiro double truck open car #1872, Orpoto single truck #172, Orpoto work car #64 (hand braked!) and Brill Bullet #205.

That evening, we boarded the Broadway Limited at Huntington, and, after rounding Horseshoe Curve, collapsed into our rooms.

All in all, it was an educational and enjoyable trip.

MTM HOSTS TRAIN TOUR

-Louis Hoffman

The Tourist Railway Association (TRAIN) toured MTM on October 30th. 28 delegates stopped on their way to the 1991 convention at the Lake Superior Museum of Transportation in Duluth. They came from as far away as Maine and Hawaii.

The tour began at the Jackson Street Roundhouse where the delegates fortified themselves for the unseasonably cold day ahead with juice, coffee and rolls provided by **Frank and Judy Sandberg**. They boarded our 1954 GMC bus #1399, which sported a newly acquired 1962-vintage TCRT destination sign to replace its '70's MTC sign. They headed for Lake Harriet via the route of the original Como-Harriet line (private right of way and one-way streets excepted, of course). TCRT remnants, such as East Minneapolis station, were pointed out.

Unfortunately, #1399 had no heat,

due to a water leak that required the heater to be sealed off. While our guests enjoyed the Como-Harriet line, driver and member **Fred Beamish** drove to MTC's South Garage for repairs. When the shop foreman concluded that the problem was too big to fix in 30 minutes, **Aaron Isaacs** implemented the backup plan, a school bus from Ryder. The group was delayed only 15 minutes.

At Lake Harriet the contingent rode #78 and #265, and visited the depot and carbarn where #1300 was on display. Thanks to careful planning by **Al Jensen** and **Karl Jones**, operations were smooth as silk. The light flurries stopped and the sun came out. To make up for the lack of heat, hot chocolate was delivered. It warmed our guests as they rode to the Minnehaha Depot.

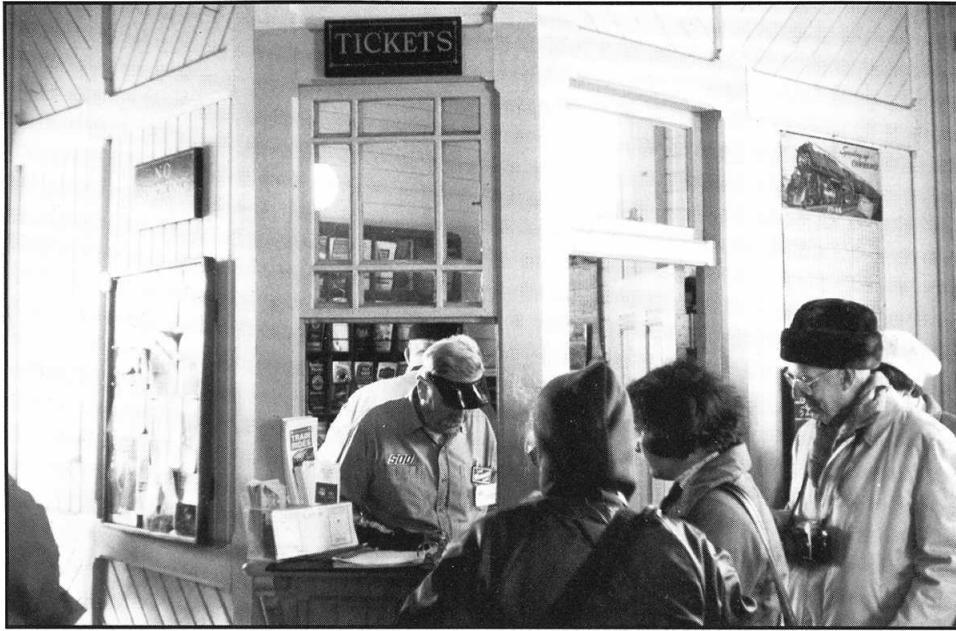
Corbin Kidder and **Larry Beyer** greeted the group with coffee and a hot pot-bellied stove. The freshly painted depot and its cozy interior were well received.

On to Stillwater. We arrived at 12:30 and loaded the delegates onto #1213, which had a touch of heat. The train headed out as box lunches were distributed. The consist was diesel #105, with #1102, #1213 and the two Rock cars. Photo stops were made at Stonebridge and Oak Glen, which featured a mail catch. Thanks to **Nick Modders**, **Mort Jorgensen** and the S&StP crew for putting on a fine performance.

Back at Jackson Street, all our equipment was on display, including



The TRAIN tour day was pretty cold. Karl Jones had to thaw out the switch locks with a blowtorch.
John Prestholdt photo.



Corbin Kidder hosted the TRAIN conventioneers as they toured the Minnehaha Depot. John Prestholdt photo.

Dan Patch #100 and #328 parked outside. Coffee and hors d'oeuvres were served in #A-11, again courtesy of the Sandbergs. NSP #5 hauled the A-11 back and forth to Rice St. on the yard lead as the guests nibbled.

All in all, the entire day went smoothly and on schedule, and we dispatched our visitors to Duluth where the Halloween blizzard awaited them.

#328 POWERS THE VICTORIAN EXPRESS

-Bill Graham

On Monday September 30, NP #328 stood at the St. Paul Amtrak depot, carded for a run to Rochester via Winona. With MTM coaches #1213 and #1096 and privately owned ex-Southern Pacific business car "Tucson" in tow, we whistled off down Shortline Hill. Steve Sandberg was the engineer, with Keith Skeivik firing. After negotiating the crossovers at Hoffman Avenue, Steve widened the throttle and we were off down the main line toward our first stop in Hastings. A person needed to pinch himself to be sure it was really happening.

"Victorian Express" was the creation of Iron Horse Ltd., involving Dennis Johnson, his wife Alice

Ripley, Steve Sandberg and the Winona County Historical Society. The plan was to run a round trip between Rochester and Winona each day on October 5 and 6. The purpose was to draw crowds to the historical society's Victorian Festival.

At Hastings, townsfolk thronged the train. Several primary school classes saw their first ever steam engine as it took on water. We cleared a northbound Soo Line freight and charged out of town.

Steve had his own reason for making the trip. A half century ago this year, his grandfather, Frank Sandberg Sr., first ran an engine on this very stretch of railroad.

Steve used the whistle to make sure everyone knew we were coming. All along the route it pulled people out of whatever building they were in, to stand at trackside and look in wonder. At one point we passed a highway patrol officer giving a ticket to a trucker—they both stopped what they were doing and waved.

On the following Friday evening in Rochester, dozens of volunteers were readying the train for its 8:30AM departure. The three cars brought down by #328 were joined by others from the Lake Superior Museum, the Ft. Wayne Historical Society, Chuck Wiesner's Eagle Canon Car Co. and several private cars. Nav Fosse's stunning "Silver Solarium" carried the

rear markers. Late into the night people scrubbed floors, stocked lavatories, fiddled with the electrical gear, loaded food and occasionally ran off to Target for a few missing supplies. At the last moment, the coach food service set up in an ex-New York Central baggage car was without power until a frenzied search turned up two portable generators.

Saturday morning was clear and nippy as #328 romped and bellowed her way out of Rochester with 16 cars and 700 passengers. The DM&E placed an SD40-2 named "City of Winona" on the rear end. #328 acted very much in charge on the head end, however, and hardly anyone noticed the diesel back there, heat waves billowing from its roof.

A motorcade paced the train. Homes and shops emptied as it slammed through hamlets and towns at 40 mph. The dutch doors were open and full of folks savoring the railroad, the morning and the music of the locomotive. By now, #328 had logged over 200 miles without so much as a weeping flue.

After discharging its passengers on the Winona waterfront, the train ran two midday short turns to The Arches, a stone viaduct on a tall fill in the bluffs about twelve miles west of town. These trips were fully loaded both days. The diesel would pull the train up the hill, as stiff as two percent in spots, with #328 shoving backwards on the rear. The train would then reverse direction and ease back down the hill to Winona. Each time it passed, the same people would step out of the same doors and wave. The 18-wheelers on the highway would blast their airhorns and get a steam whistle response.

On the evening trip back to Rochester, coach passengers settled in, and performing musicians moved throughout the train. First class passengers were served a gourmet dinner. Little ones napped as bigger kids played cards or harassed their parents. Some dozed as reading lights came on and crew members chatted with passengers about trains and times past. Devotees shivered in the open



#328 cruises down the welded rail north of St. Croix Tower on its deadhead move to Winona. Aaron Isaacs photo.

dutch doors, waiters and coach attendants ran themselves ragged and the club car was filled with storytelling. A fine time was had by just about everyone.

Dennis and Alice spent the weekend in their nerve center in the "Chessie Club". With cellular phones and walkie-talkies, they kept in touch with supervisors who rode herd on the many coach attendants, food service staff, engine crew and car knockers. Calls flowed to newspapers, TV stations, police and fire departments and a long list of suppliers.

Besides the DM&E, the train was handled by the Minnesota Commercial, Soo Line and Burlington Northern. Deadhead arrangements were made to bring coaches from all over the country.

When the question arose as to how #328 should get to Rochester, the Soo Line volunteered to allow an unassisted move over its main line to Winona with only a pilot crew. The DM&E gave spectacular cooperation in the midst of its annual grain rush. Volunteer fire departments stood by for many boring hours in case the engine needed a drink.

On the Monday after the operation, #328 coupled onto her three coaches and headed up the river toward home. By Kellogg, Wabasha, Lake Pepin and Frontenac she hammered without missing a beat, although every hot box detector went into spasms with her passing. The last opportunity for fast running was between St. Croix Tower and Newport. After taking it slow and easy since leaving St. Paul, Steve opened her up and charged through Newport at better than 50. "She could have gone some more", he observed, adding that the engine runs smoother above 45 mph than between 20 and 30.

At Amtrak, the Burlington Northern dispatcher cleared "Extra NP 328" for the last leg to Jackson Street, the end of 500 rugged miles.

We often ask, will the next generation carry on our love for trains? After watching one small boy on the trip, I believe the future is secure. Ignoring his mother's pleas to return to his seat, he stuck by the dutch door all the way to Winona, yelling "I like it!" every time the whistle blew. That summed it up quite well.

MTM'ers Benn Coifman, Keith Skeivik, Marv Mahre, Dan Fortin, Nick Modders, Tony Becker, Dave Redding, Mike Schaefer, John Peters, Dick Fish, Mark Braun, Scott Heiderich and Ward Gilkerson put in many long hours.



The eastbound Victorian Express in the hills west of Winona.
Photo courtesy of Dennis Johnson

THE SCALLEY LINE

CARLTON TO DULUTH

-John Pedersen



These Northern Pacific company photos taken in 1928 show the complex junction at Carlton. Top- looking south toward the depot. The NP yard is behind the coal dock ("G"). Track 1 is the NP to Duluth. Track 18 is the NP to Superior. Tracks 36 and 37 are the Great Northern from Grand Forks and the Missabe Range to Superior.

Bottom-Looking the opposite way from the interlocker signal (see "C" above). Tracks 1, 14 and 15 are all NP and merge out of the picture. Track 27 at left is the NP branch to Cloquet. Both Wayne C. Olsen collection.





Opposite top-Looking south from a point slightly north of the junction. At left are the enginehouse and enginemen's bunkhouse ("D"). Track 44 is the north leg of the Cloquet branch wye. Wayne C. Olsen collection.

In 1857 the Nebraska & Lake Superior RR was incorporated to build from the head of the lakes to Omaha. In 1861 the name was changed to the Lake Superior & Mississippi RR and its goal became less ambitious—to link Duluth with St. Paul. Construction was delayed by the Civil War and commenced in 1868. On August 1, 1870 the first train from St. Paul arrived in Duluth.

The descent from Carlton into Duluth was a challenge, and three different routes were eventually built, (1) along the St. Louis River, (2) the Short Line high on the face of Spirit Mountain and (3) via Superior, WI.

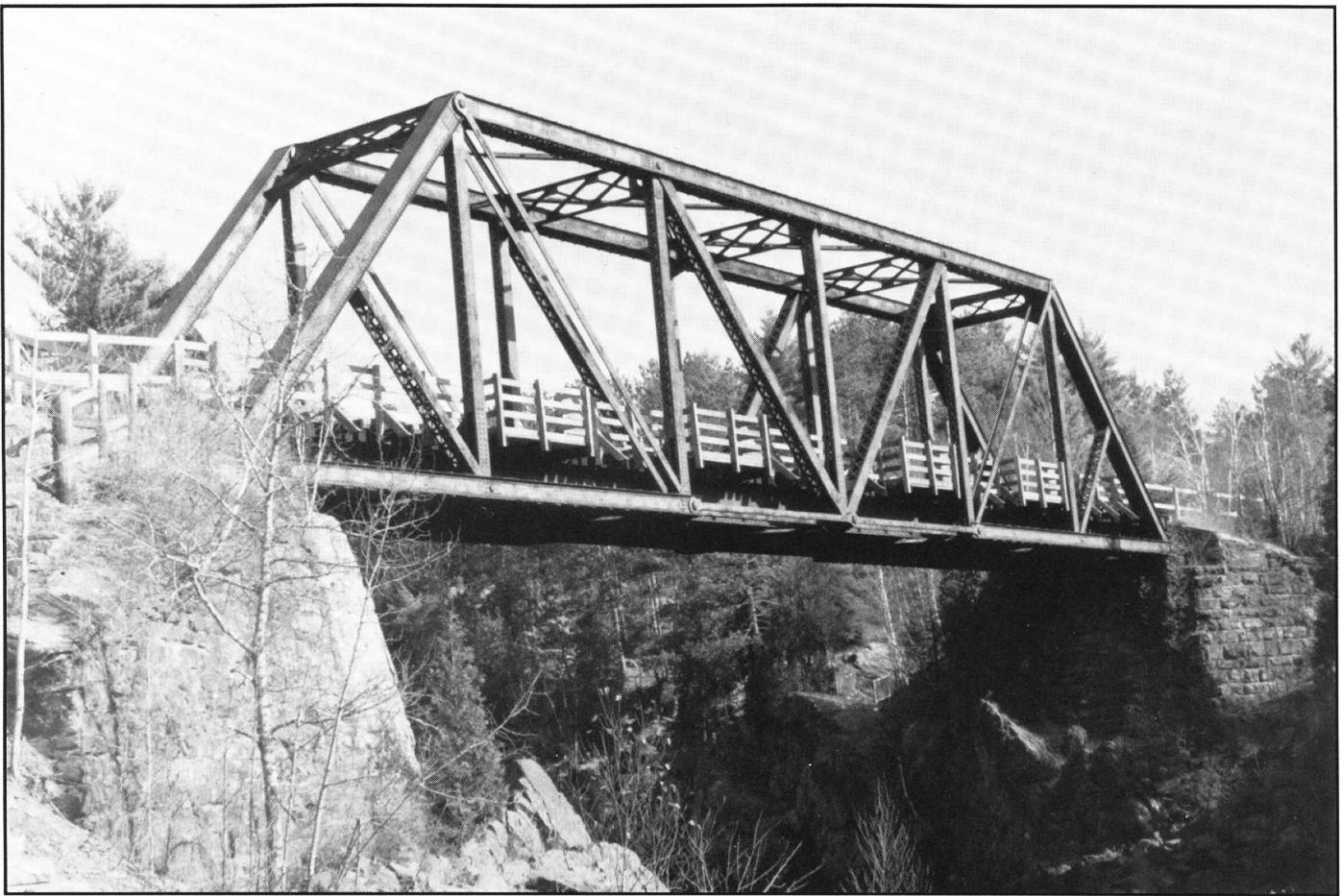
The St. Louis River route was the first. After leaving Carlton it crossed the river at Thomson, then swung right to follow it through what is now Jay Cooke State Park, named after the Northern Pacific's builder. Between Thomson and Fond du Lac the terrain is very rough. The line

The bridge over the dalles of the St. Louis River east of Carlton was brand new when this picture was taken in 1870. Whitney & Zimmerman photo, Minnesota Historical Society collection.

had to cross a series of streams that emptied into the St. Louis. Five large trestles were built, one of which was curved. There were numerous smaller trestles, stone culverts and retaining

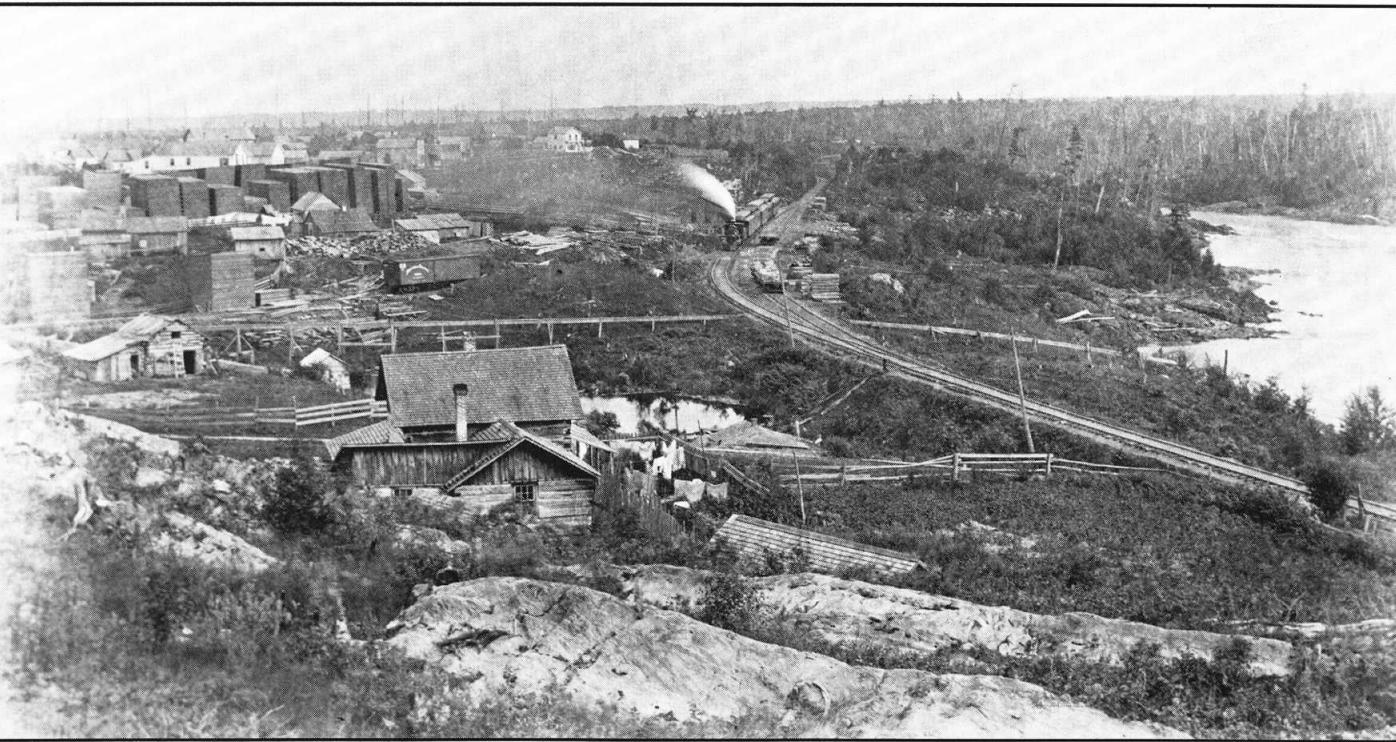
walls. The area was prone to washouts. The grade leveled out at Fond du Lac and passed through New Duluth, eventually ending on the Duluth waterfront.





Top: The replacement steel dalles bridge in 1991, now part of the Willard Munger state trail. John Pedersen photo.

Bottom: After crossing the dalles bridge, the original line turned right and followed the north bank of the St. Louis River. This view looks east toward Thomson about 1885. Minnesota Historical Society collection.





Five wood trestles spanned ravines leading to the St. Louis River. Four were straight and one was curved. It is unclear which this is. The camera is pointed upriver. Wayne C. Olsen collection.

Another of the trestles featured this unusual truss construction.
Minnesota Historical Society collection.



In 1877 the LS&M was reorganized and renamed the St. Paul & Duluth RR. Due to the high maintenance cost and steep grade along the river, the StP&D incorporated a subsidiary, the Duluth Short Line Ry., in 1886. It built east from Thomson. At Short Line Park it began the traverse of Spirit Mountain. This stretch required heavy rock cuts and offered a sweeping view of Duluth and its harbor. The Duluth, Winnipeg & Pacific built on almost the same alignment, but further up the slope, in 1912. The Short Line gradually descended until it met the original line at West End Junction.

Both lines remained in service until 1894, when the difficult section from Fond du Lac to Thomson was abandoned. It remained intact until November 1897. Ironically, several of the trestles had to be reinforced with new timbers to support the scrap trains. Shortly thereafter, the Duluth Short Line Ry was corporately absorbed into the StP&D, which in turn became part of the Northern Pacific in 1900. There was local business as far as Fond du Lac. For several years the line was served by a McKeen gas-mechanical car.

In 1904 a dam was constructed near Thomson, diverting water to a hydroelectric plant upriver from Fond du Lac. The power plant needed transportation, so three miles of track were laid, mostly on the old grade. Passengers were carried at first in small motor cars. In 1923 the line bought a Mack railbus.

NP passenger service to Fond du Lac lasted until about 1926, when the railroad hired Duluth Street Railways to run a shuttle bus from the end of its streetcar line in New Duluth. Freight service beyond New Duluth continued until 1948.

The Short Line saw one passenger round trip daily until 1951. Train 62 was the all-stops day local from St. Paul. It arrived Duluth at 12:30 PM. Its counterpart, Train 61, left for St. Paul at 1:30 PM. The pair of NP night trains and the two daily round trips to Brainerd and Staples travelled via Superior. The Short Line saved 12 miles and



was considerably faster —37 minutes uphill and 45 minutes downhill, compared to 88 minutes uphill and 102 minutes downhill via Superior.

With the BN merger the Short Line became surplus and was abandoned in 1978. It was acquired by the DNR and paved as part of the Willard Munger trail.

In 1979 the new Lake Superior & Mississippi began hauling passengers during the summer. From Riverside Junction to West Duluth, about one mile, they travel over still-active BN track. The rest of the line to New Duluth is owned by the city.

Many remnants of the original route, such as trestle pillars, bridge abutments and retaining walls, are visible to this day. Highway 210 runs along and sometimes on the old grade through Jay Cooke State Park.



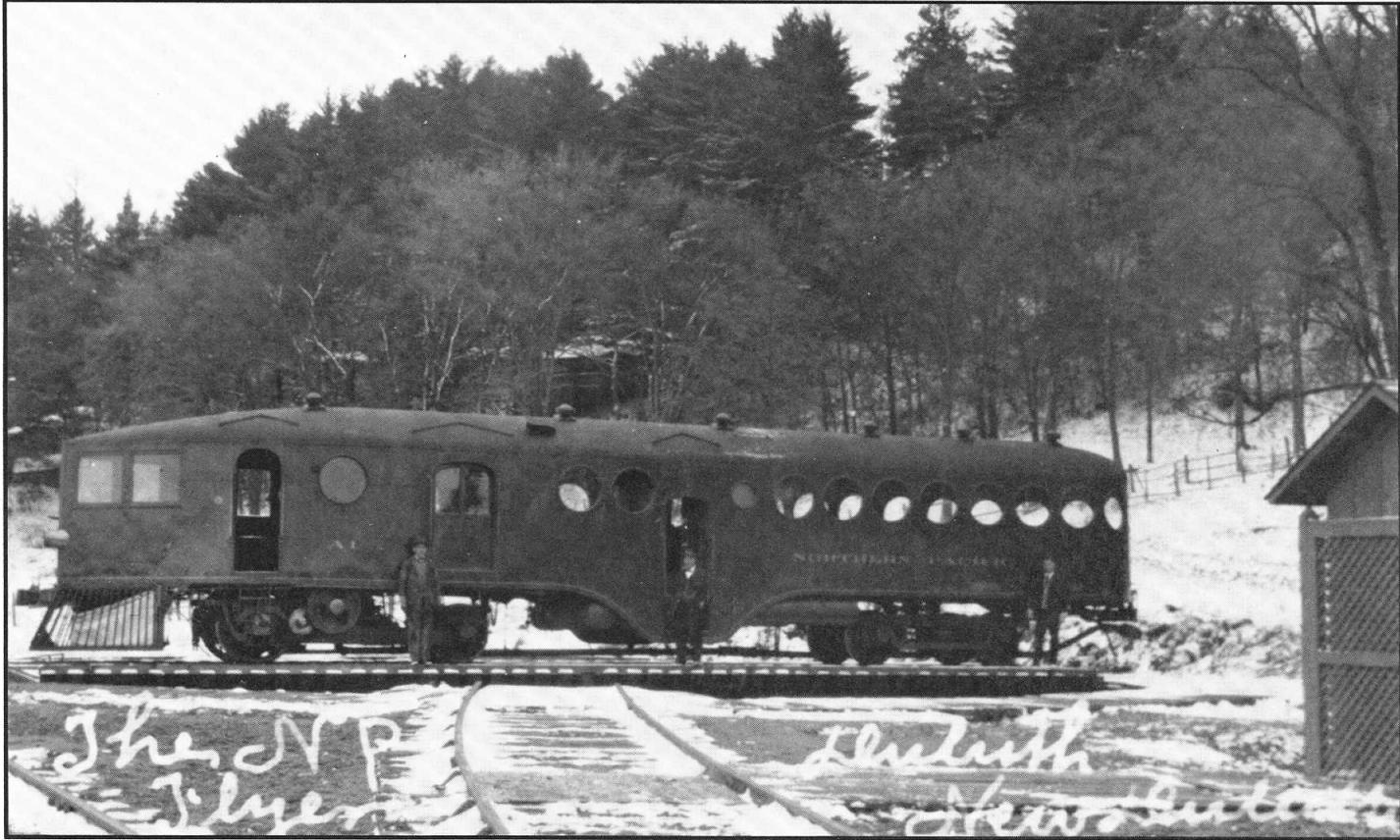
The fourth trestle from Carlton was curved. Given the people on the bridge, this was probably 1870 and part of an opening tour. Minnesota Historical Society collection.

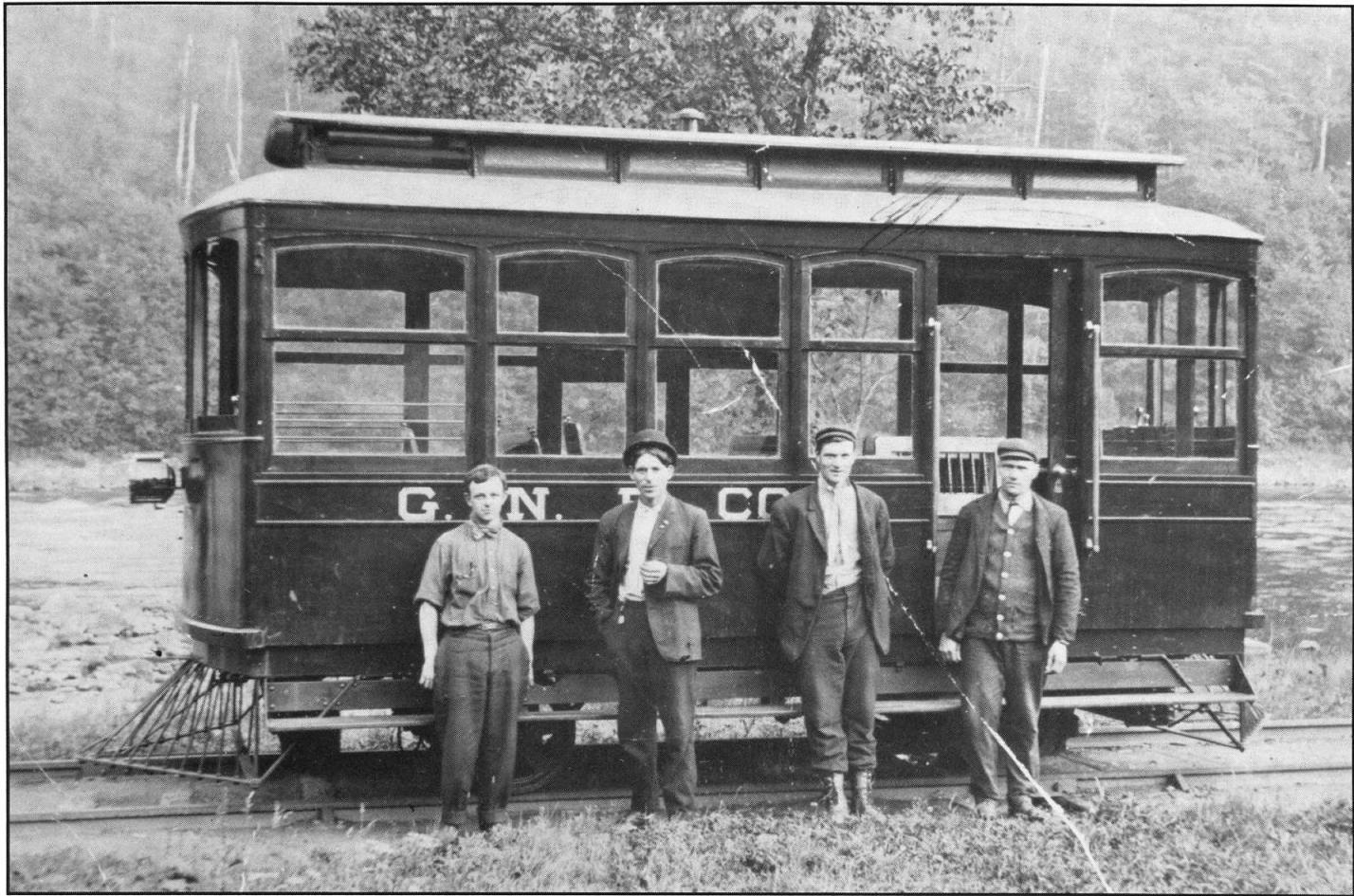
This view of the newly opened line shows the sidehill construction typical of this stretch. The stone retaining walls are still in place today. W.H. Illingworth photo, Minnesota Historical Society collection.



Top: The Fond du Lac depot about 1900. Since 1897 this was the end of the line. An open area with benches separated the ticket office and baggage room.

Bottom: McKeen car A1 on the Fond du Lac turntable. Both Wayne C. Olsen collection.

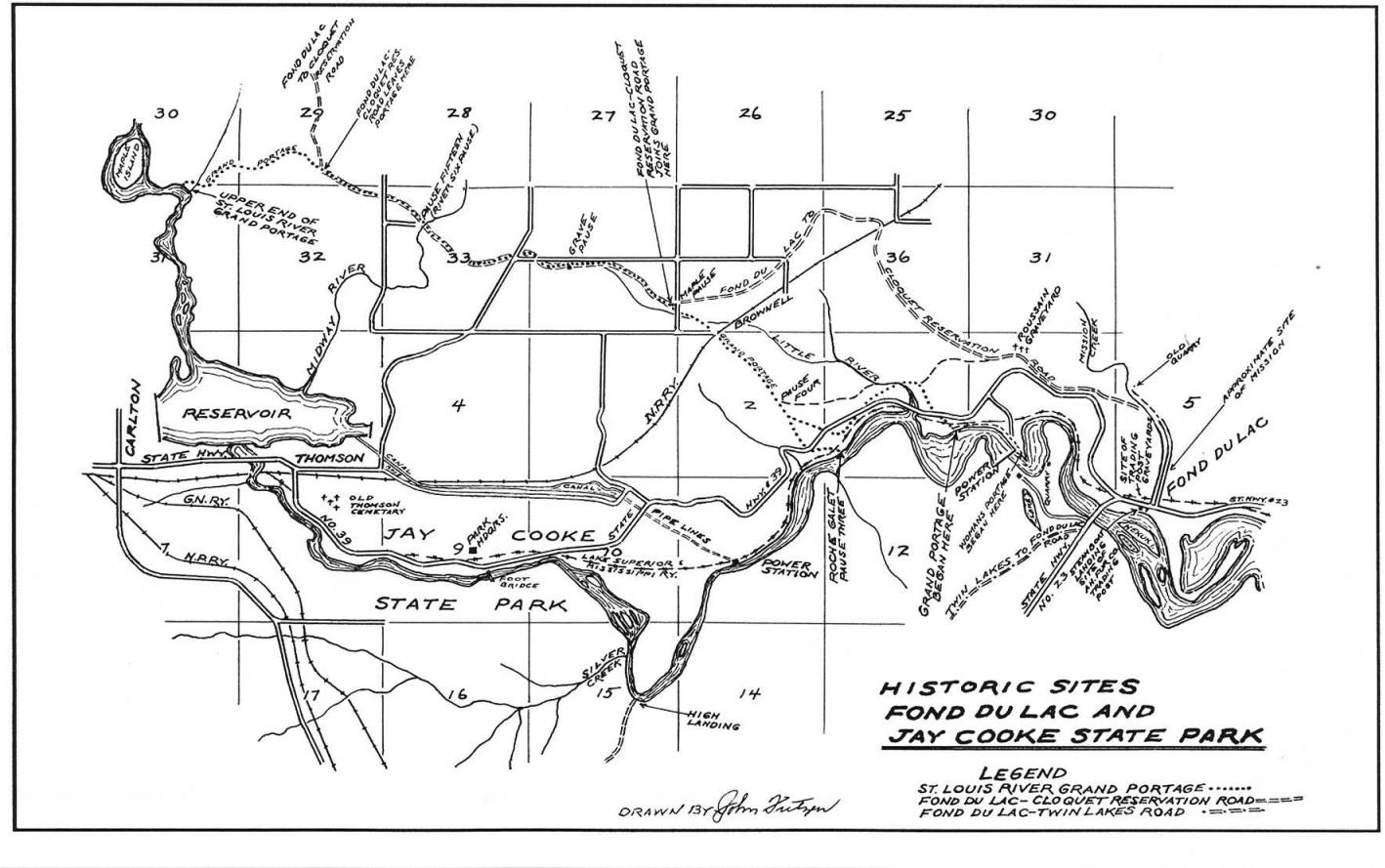




This gas-mechanical car carried passengers on the Great Northern Power extension west of Fond du Lac. It was built in 1913 and was succeeded by a Mack railbus in 1923. Passenger service ended in 1926. Wayne C. Olsen collection.

New Duluth station in 1892. Wayne C. Olsen collection.





Top Left: Short Line Park, just west of Spirit Mountain.
Northeast Minnesota Historical Society collection.

Top Right: A rock cut on Spirit Mountain, about 1895.
A.T. Kellie photo. Minnesota Historical Society collection.

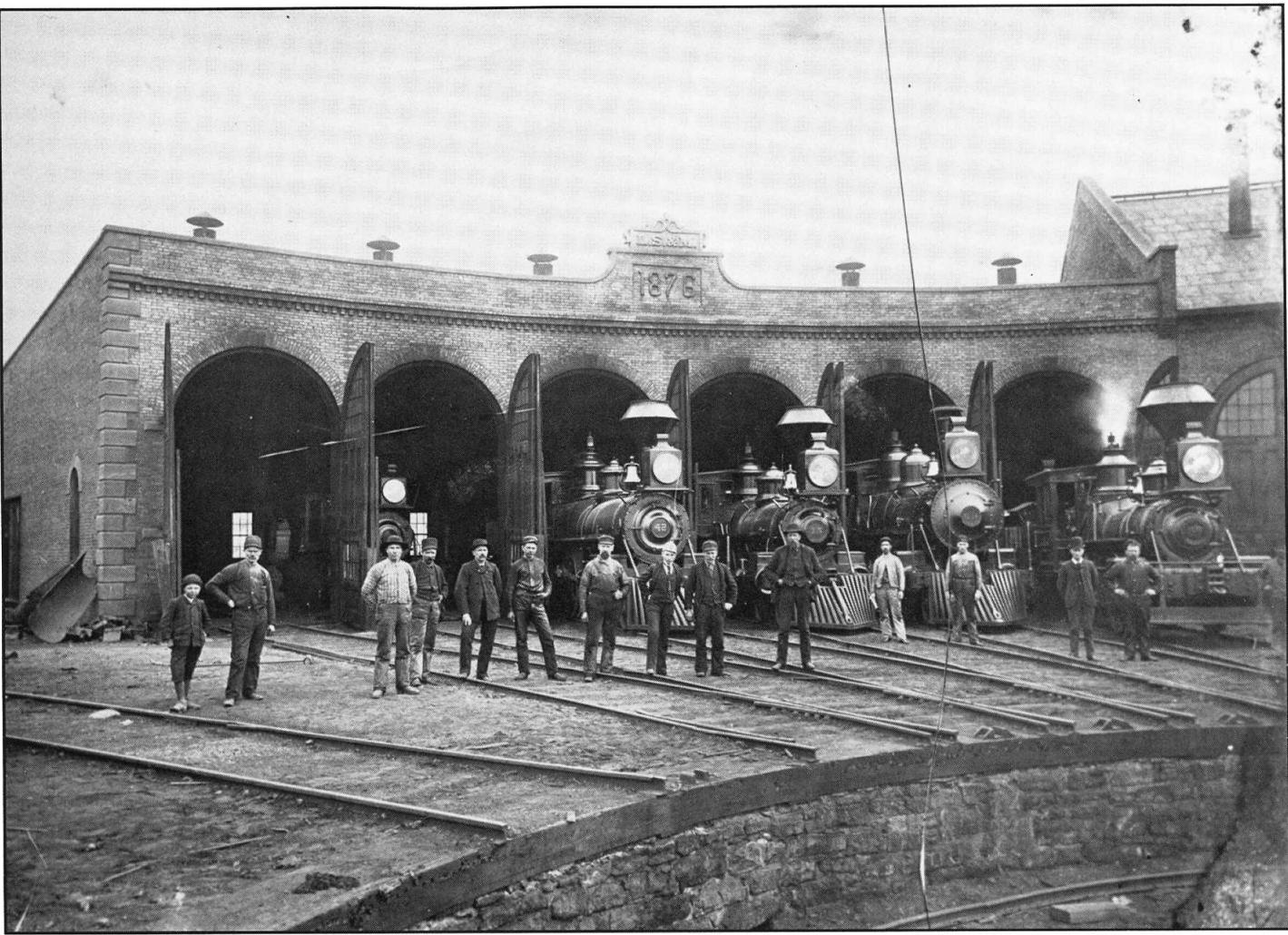
Bottom Left: This map shows the area from Carlton to Fond du Lac. The old LS&M line followed the north bank of the St. Louis River.

Wayne C. Olsen collection.

Bottom Right: NP train 62 descends Spirit Mountain into Duluth in 1931. It is unclear why it is trailing a Milwaukee Road car. The Milwaukee had trackage rights here, but never ran its own passenger service. This stretch is now a DNR bike trail.

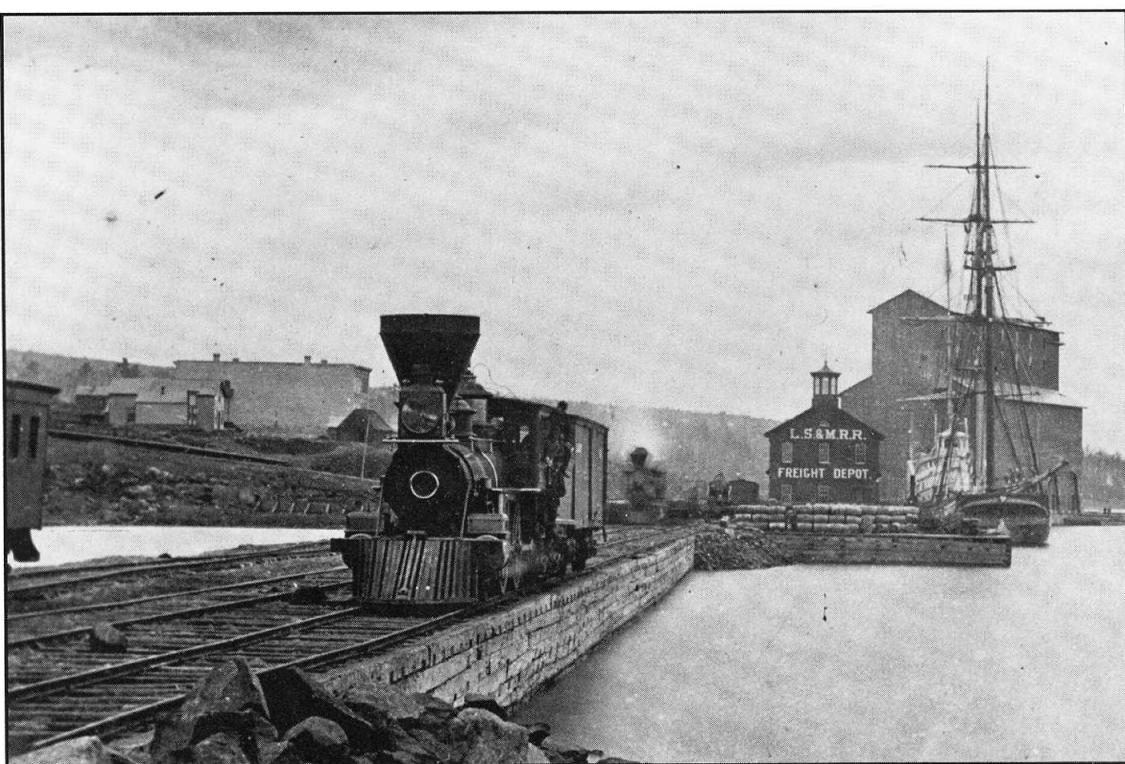
Robert Mehlenbeck photo.





The LS&M Duluth roundhouse in the 1880's.

Northeast Minnesota Historical Society collection.



The LS&M Duluth freight house in 1874.

Minnesota Historical Society collection

PLOW DUTY

-Jim Kreuzberger

Operating a street railway in Minnesota presented formidable challenges. The Duluth Street Railway mechanical and operating personnel showed a remarkable ability to cope with all that winter could bring and still maintain dependable scheduled service.

In September, weeks before the first snow, shop activity quickened. This was the time for installing storm sash on the cars, and for the coal/coke-fired heaters to be given checkups. Truck-mounted salt scrapers that had gone through the metal shop for repairs were reattached. Salt and sand were stockpiled and sacks of each were placed on the cars, along with coal scuttles, snow shovels and scrapers. Severe weather schedules were fine-tuned, and procedures were reviewed for all-night operation if necessary to keep the lines open.

V plows and wing plows were mounted on cars of the isolated Highland and Park Point lines. And then there were the company's workhorses- the snow plows. Park Point was optimistically served by its single truck plow. The other lines were in the hands of four double truck plows, one single ended and three double ended. Three were stationed in Duluth and one in Superior.

These were marvelous pieces of machinery, designed by TCL/DSR Master Mechanic Walter Smith and built at Snelling Shops. They packed 300 horsepower and weighed half again as much as a standard streetcar. One trip round trip and the street would be cleared of snow from curb to curb. There is not, even today, a device that can do the job so quickly, completely and effortlessly.

The plows were run by handpicked, specially trained three-man crews. The motorman was usually considered the lead crew member. He also operated the nose

(front, sheer) plow blade. A "wingman" handled the side/wing plow that could be extended to reach the curb. A "trolley man" was added to assist in backing movements, shoveling and other miscellaneous duties. Plow duty was a test of the crew's skill and endurance. Often they had to work with the windows opened just to be able to see.

Here is a true tale. The Duluth Division was responsible for plowing the Interstate line. It was a stormy January night in 1935, the last year for streetcars in Superior. Plow #3/140 had finished the southbound half of its late night trip, wyed at Tower and Broadway and was headed back to Duluth. The motorman was having trouble with salt clogging the discharge tubes at the rear of the plow,

so the wingman left his position momentarily to clear it.

Suddenly there was a jolt and a loud bang. The wing plow had struck a parked car. The crew found no plow damage, but the car had a badly bent fender and bumper. Repeated pounding on front doors failed to produce the owner, so the crew took off and returned to the station.

The motorman reported to the foreman's office to fill out his accident report. No need to do so, he was informed. We just now received an urgent phone call from the car's owner who won't file a claim. The owner had begged the foreman not to report the incident, because he was spending the night in a whorehouse when it happened.



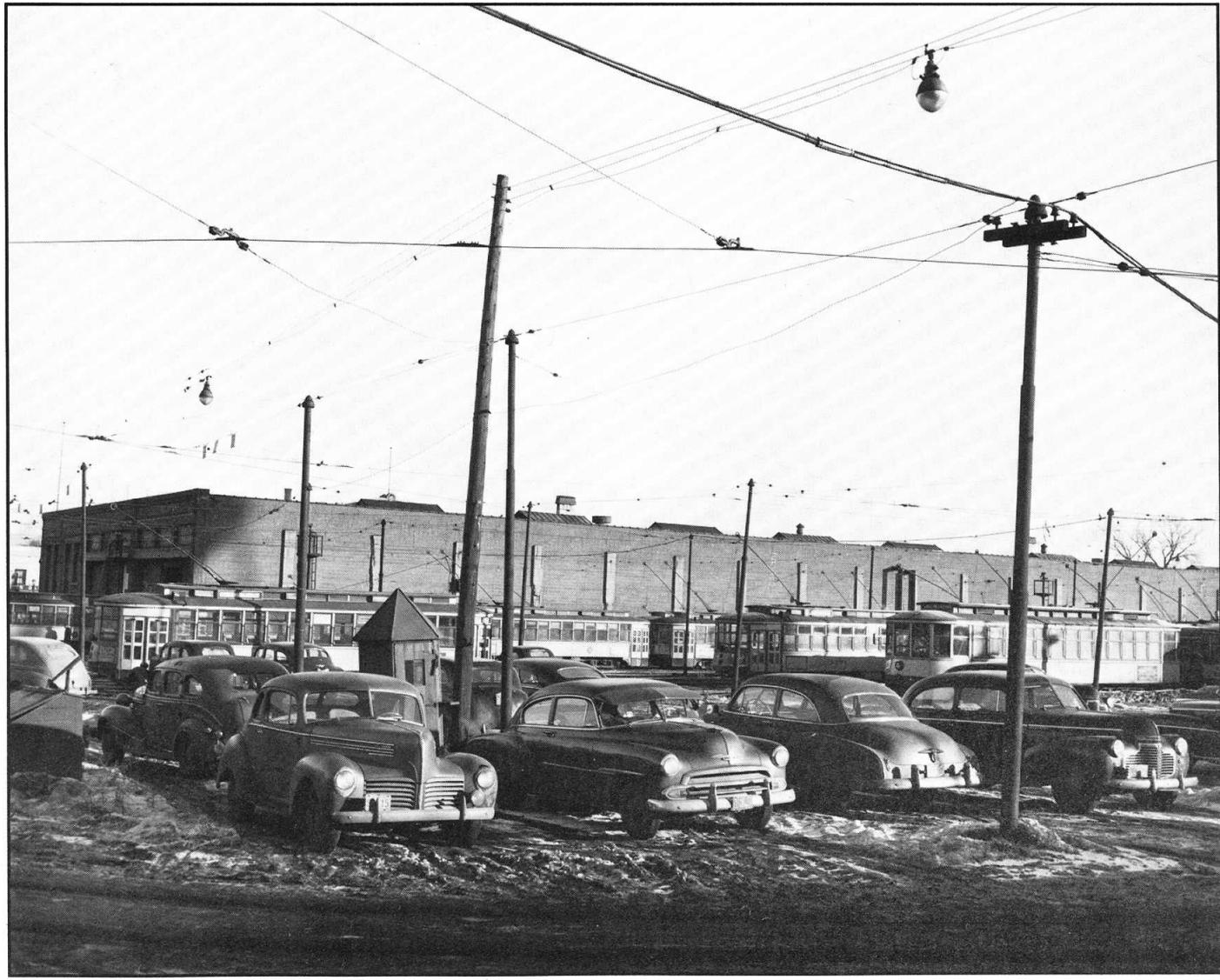
Plow #4 inbound on the Woodland Avenue single track at Anoka Street in 1928.

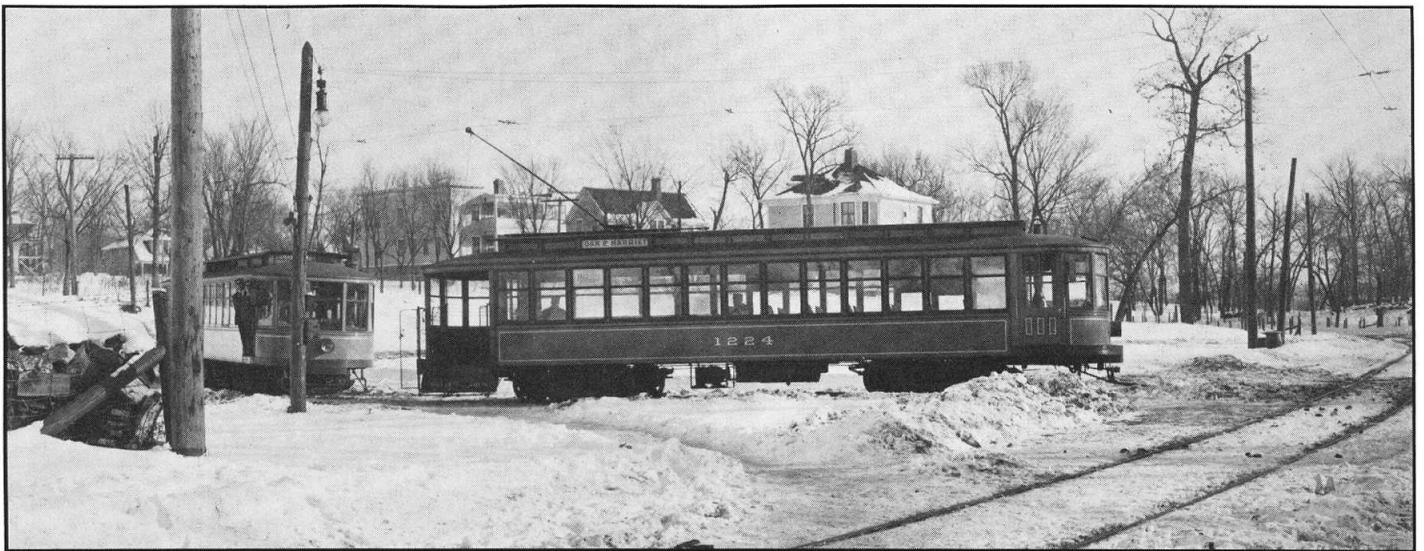
Wayne C. Olsen collection.



THE STREETCAR IN WINTER

For many Minnesotans winter is something to be endured, not celebrated. Trolley photographers seemed to avoid winter weather. A typical sample of local trolley pictures would make one think that it was summer all year round. This issue's Photo Section tries to capture the gritty reality of cloudy days, dirty snow and poor adhesion as Twin City Lines struggled against the elements.

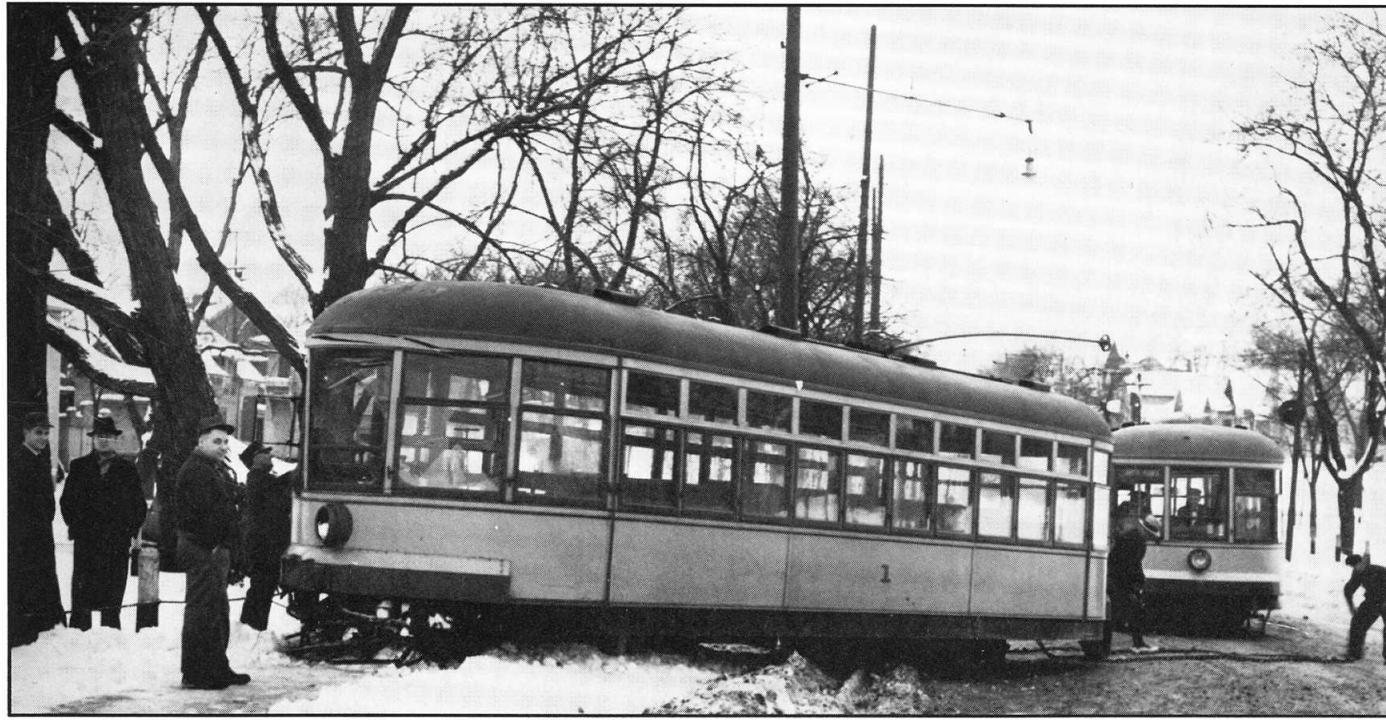




Above: This shot of the Lake Harriet loop about 1910 appeared in the Nov./Dec. 1978 issue, before the Minnegazette went to slick paper. Apartment buildings now occupy this spot. The building above the rear of #1224 still stands at the corner of 43rd and Linden Hills Blvd. Harlow Callendar collection.

Below Left & Right: The morning sun does little to warm these views of Snelling Station taken on January 18, 1952. St. Paul Dispatch-Pioneer Press photos. Minnesota Historical Society collection.





Left: They used to call the intersection of Lyndale and Hennepin the "Bottleneck". In this 1939 view a one-man car climbs Lowry Hill as a Kenwood-St. Louis Park bus descends.

Minneapolis Public Library collection.

Lower Left: The Minnegazette generally spurns wreck shots, but this is a rare 1936 photo of the Bryn Mawr line. Lightweight "Pup" #1 has probably ridden up on some ice-packed flangeways at Laurel and Knox Avenue and come to rest on the boulevard. Chains are being attached to drag it back where it belongs.

Minneapolis Public Library collection.



Above: Right: Oak-Harriet car #1238 at Lake Harriet in the early 1950's.
Bill Olsen photo.

Below: East 25th St. and Fort Snelling cars are about to turn from Washington Avenue to southbound Cedar Avenue at Seven Corners. The St. Paul-Minneapolis line diverges and crosses in front of the auto at far left. The date is January 17, 1945. Minnesota Historical Society collection.



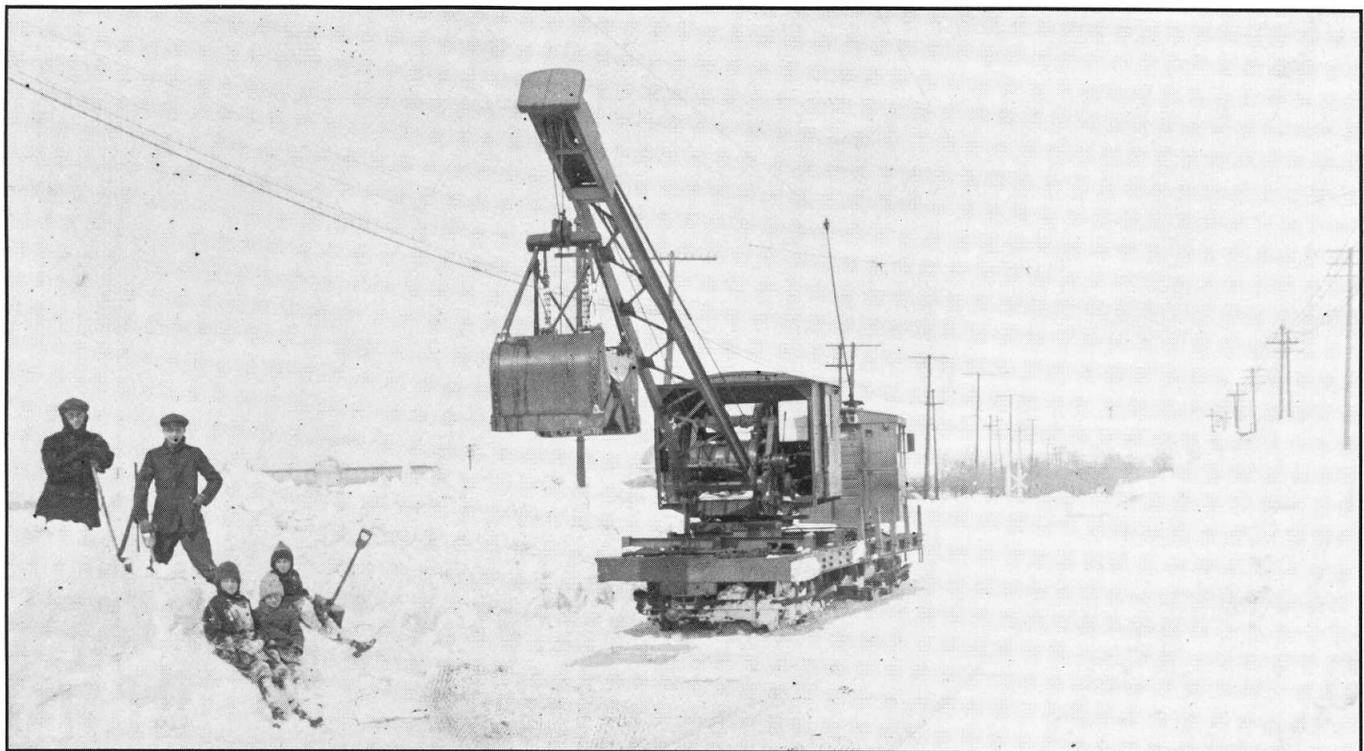


Something has caused this backup of Interurbans in front of the state capitol. The streetcars are sitting on soon-to-be-vacated Wabasha Street. The new curving street, now called Constitution, is under construction in the foreground. Note the metal TCRT overhead poles. The St. Paul Cathedral can be seen in the upper right.

Minneapolis Public Library collection.

This is Glenwood Avenue at 10th Street during the infamous 1940 Armistice Day blizzard.
Minneapolis Star-Journal photo. Minnesota Historical Society collection.





A crane car clears drifts on Snelling Avenue south of Como Avenue.
Minnesota Historical Society collection.

Car dealerships line the south side of Lake Street across from the Lake Street Station on Dec. 2, 1952.
Minnesota Historical Society collection.



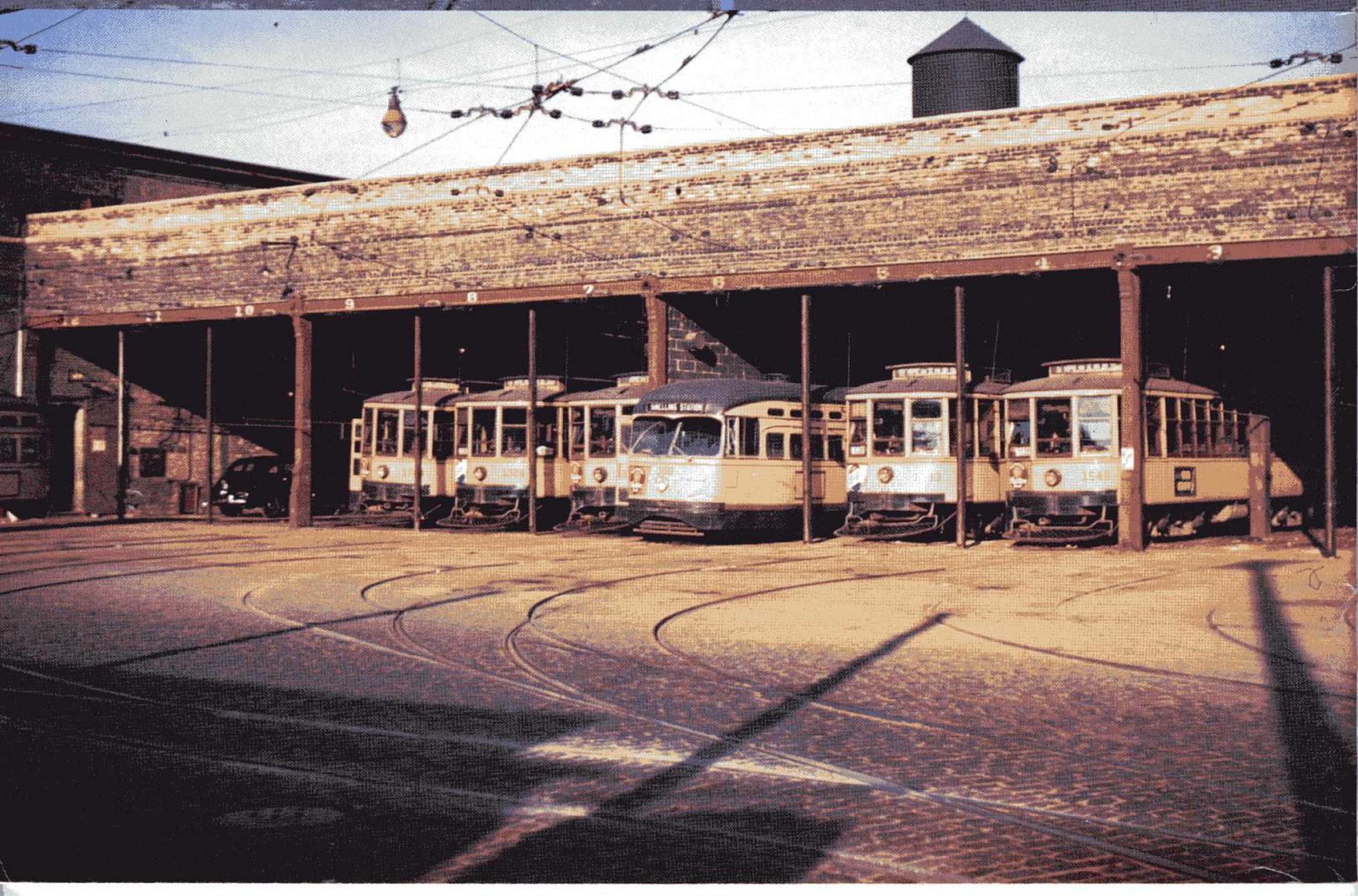


Looking north on Washington Avenue from 2nd Avenue N. on March 10, 1950. It is unclear if this is an unscheduled backup of cars, or a line of pullouts from Northside Station for the afternoon rush hour. Minneapolis Star-Tribune photo, Minnesota Historical Society collection.

Inside Rear Cover - Top: A CB&Q 4-8-4 hauls a freight near Newport. Bottom: Soo Line 4-6-2 #2719 leads an MRA fantrip across the Mississippi at Camden on August 18, 1957. Both Marv Mahre photos.

Rear Cover - Top: Selby-Lake car #1408 attains the St. Paul side of the Lake Street bridge in July 1952. Richard Andrews photo. Bottom: The East Side Station carhouse in November 1953. Harlow Callander photo.







MINNESOTA STREETCAR MUSEUM

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